County of El Dorado

MEETING AGENDA

Planning Commission

Planning and Building
Department
2850 Fairlane Court
Placerville CA 95667
www.edcgov.us
phone:530-621-5355
fax:530-642-0508

Patrick J. Frega, Chair, District 5
Jeff Hansen, First Vice- Chair, District 3
Tim Costello, Second Vice-Chair, District 4
David Spaur, District 1
Bob Williams, District 2

Rhiannon Guilford, Clerk of the Planning Commission
Karen L. Garner, Executive Secretary

Thursday, February 26, 2026 **8:30 AM** **https://edcgov-us.zoom.us/j/89950675769**

Planning Commission Hearing Room
2850 Fairlane Court, Building C, Placerville, CA 95667
Teleconferencing Location: El Dorado Center
3368 Lake Tahoe Blvd # 102, South Lake Tahoe, CA 96150

In accordance with the Ralph M. Brown Act and recent updates under Senate Bill 707 (SB 707), the El Dorado County Planning Commission is committed to ensuring accessible and inclusive public meetings where remote participants have the same opportunity to address the Commission as in-person attendees.

For purposes of the Brown Act, Section § 54954.2(a), the numbered items on this agenda give a brief description of each item to be discussed. Recommendations of the staff, as shown, do not prevent the Commission from taking other action.

Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for inspection during normal business hours in Planning Services located at 2850 Fairlane Court, Placerville, CA. Such documents are also available on the Commission's Meeting Agenda webpage subject to staff's ability to post the documents before the meeting.

The County of El Dorado is committed to ensuring that persons with disabilities are provided the resources to participate in its public meetings. If you require accommodation, please contact the Clerk of the Planning Commission at 530-621-5355 or via e-mail: PLANNING@EDCGOV.US, preferably no less than 24 hours in advance of the meeting.

PUBLIC PARTICIPATION INSTRUCTIONS

Planning Commission meetings are open to the public and there are multiple ways to attend, view and participate.

In-Person: Attend and provide comments in-person at the Planning Commission Hearing Room.

Zoom: Join the meeting at: https://edcgov-us.zoom.us/j/89950675769
- Meeting ID: 899 5067 5769
- You may join the live stream 15 minutes prior to the posted meeting start time.
- To make a public comment via Zoom, use the "Raise Hand" feature.

By Phone: Call 530-621-7603 or 530-621-7610
- Press *9 to indicate your desire to comment.

Written Comments: If you prefer not to attend or speak during the meeting you may submit written comments on specific agenda items. Please email your comments to PLANNING@EDCGOV.US by 2 PM the day before the meeting the ensure timely distribution to the Commission. All written comments will be entered into the public record. The clerk cannot guarantee that any public comment received after the deadline will be delivered to the Commission prior to any action on the subject matter.

By participating in this meeting, you acknowledge that you are being recorded and may be publicly broadcast.
Planning Commission agendas, staff reports, supplemental materials, meeting minutes, and video recordings are available at: http://eldorado.legistar.com/Calendar.aspx

Although the County strives to offer remote participation, be advised that remote Zoom participation is provided for convenience only. In the event of a technological malfunction, the only assurance of live comments being received by the Commission is to attend in person. Except for a noticed teleconference meeting, the Planning Commission reserves the right to conduct the meeting without remote access if there is a malfunction.

PROTOCOLS FOR PUBLIC COMMENT

Public comment will be received at designated periods as called by the Commission Chair.

Each speaker will be allotted up to three (3) minutes to address the Commission.
- If time is exceeded, the speaker's microphone will be muted
- Individuals may speak only once during each designated public comment period.

At the Commission's discretion, the Commission may establish:
- A specific time limit per speaker, and/or
- A total time limit for public comment on any item or Open Forum.

Applause, outbursts, or other disruptions are not permitted in the Hearing Room.

8:30 A.M. - CALL TO ORDER & ROLL CALL

PLEDGE OF ALLEGIANCE

ANNOUNCEMENTS REGARDING THE AGENDA

APPROVAL OF THE CONSENT CALENDAR

All items on the Consent Calendar are to be approved by one motion unless a Commission member requests an item be removed from the Consent Calendar for discussion and a separate Commission action.

CONSENT CALENDAR

1. 26-0247 Clerk of the Planning Commission recommending the Commission approve the MINUTES of the regular meeting of January 22, 2026.

END OF CONSENT CALENDAR

OPEN FORUM

Open Forum is an opportunity for members of the public to address the Planning Commission on subject matter that is not on their meeting agenda and within their jurisdiction. Public comments during Open Forum are limited to three minutes per person. The Chair may limit public comment during Open Forum.

AGENDA ITEMS

2. 26-0262

Chief Administrative Office, Parks & Trails Division-River Program, submitting APPLICATION FOR RENEWAL OF RIVER USE PERMIT submitted by Action Whitewater Adventure, American Whitewater Expeditions, H2O Adventures, and River Runners, request the Planning Commission to:

1. Pursuant to CEQA Guidelines Section 15162 and subsection 15168(c)(2), finds that River Use Permits were an activity analyzed for potential environmental effects within the scope of the project in the 2001 Program Environmental Impact Report (EIR) for the RMP, that all potentially significant effects from the approval of River Use Permits were addressed by the EIR, and that no new environmental document is required for the approval of River Use Permits; and

2. approves three-year River Use Permits for applicants meeting the standards of the Streams and Rivers Commercial Boating Ordinance Chapter 5.48. Therefore, permits 72, 48, 45, 40, 34, 05, 67, 63, 44, 28, 13 are recommended for a three-year renewal.

3. 26-0182

Hearing to consider REZONE AND TENTATIVE PARCEL MAP, P25-0009, PD25-0004, Z25-0005, Ranney Condo Conversion request to:
1. Rezone from Multi-Unit Residential - Design Control (RM-DC) to Multi-Unit Residential - Planned Development (RM-PD-DC);
2. A development plan to convert an existing three (3) unit rental apartment complex into three (3) airspace condominium units with common areas under management of a homeowners' association (HOA);
3. A parcel map creating three (3) airspace condominium units on one (1) parcel consisting of approximately 0.21 acre (Exhibit F).

The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center (Exhibit A), submitted by Sean Ranney;

Staff recommends the Planning Commission forward a recommendation to the Board of Supervisors to take the following actions:
1. Determine that pursuant to CEQA Guidelines, find the project to be Categorically Exempt pursuant to Section 15301, Existing Facilities, and Section 15305, Minor Land Divisions; and
2. Approve Rezone (Z25-0005), Planned Development (PD25-0004) and Parcel Map (P25-0009) based on the Findings and subject to the Conditions of Approval as presented.

(Supervisorial District 5)

4. 26-0263 Hearing to consider DESIGN REVIEW PERMIT, DR22-0007/Cool Station Automobile-Based Commercial Project request for a proposed two-phase construction to include a convenience store and fuel canopy as Phase One; and a drive-thru quick-serve restaurant with carwash for Phase Two. The property, identified by Assessor's Parcel Numbers 071-080-007 & 071-500-036, consisting of 5.2 acres, is located on the northeast corner of the intersection of State Highway 49 and State Highway 193, within the Cool Rural Center, in the Cool area, submitted by Melvin Higginbotham, architect;

Staff recommends the Planning Commission take the following actions:
1. Adopt the Mitigated Negative Declaration based on the Initial Study prepared by staff, subject to CEQA findings;
2. Adopt the Mitigation Monitoring and Reporting Program (MMRP) in accordance with CEQA Guidelines Section 15074(d), incorporated as Conditions of Approval; and
3. Approve Design Review DR22-0007, based on the Findings and subject to the Conditions of Approval as presented.

(Supervisorial District 4)

5. 26-0265 Hearing to consider an appeal received from Kirk Brelsford appealing the approval of Administrative Permit ADM25-0026. The property, identified by Assessor's Parcel Number 071-100-007, consisting of 2 acres, is located at 3060 Triple Seven Road, in the Rural Center of the Cool area, approximately 227 feet southeast of the intersection with Georgetown Road.

Staff recommends the Planning Commission deny the appeal and uphold the approval of Administrative Permit ADM25-0026, based on the Findings and subject to the Compliance Standards as approved by the Planning and Building Department Director.

(Supervisorial District 4)

STAFF AND COMMISSIONER UPDATES

This is an opportunity for planning staff and Commission members to provide short informational updated on matters of concern. (May be called at any time during the meeting)

ADJOURNMENT

If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing.

County of El Dorado

330 Fair Lane, Building A
Placerville, California
530 621-5390
FAX 622-3645
www.edcgov.us/bos/

Master Report

File Number: 26-0247

***File ID #:**	26-0247	**Agenda Type:**	Agenda Item	**Status:**	Consent Calendar
Version:	1	**Reference:**		**Gov Body:**	Planning Commission
Department:	Planning and Building			**Created:**	01/22/2026
Agenda Title:	02-26-26 PC Minutes 01-22-26			**Final Action:**	

Title: Clerk of the Planning Commission recommending the Commission approve the MINUTES of the regular meeting of January 22, 2026.

Notes:			
Code Sections:		**Agenda Date:**	02/26/2026
		Agenda Number:	1.
Sponsors:		**::**	
Attachments:	DRAFT MINUTES	**::**	
::		**::**	
Contact:	Rhiannon Guilford	**::**	

History of Legislative File

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:

Text of Legislative File 26-0247

Clerk of the Planning Commission recommending the Commission approve the MINUTES of the regular meeting of January 22, 2026.

County of El Dorado

Minutes

Planning Commission

Planning and Building
Department
2850 Fairlane Court
Placerville CA 95667
www.edcgov.us
phone:530-621-5355
fax:530-642-0508

Bob Williams, Chair, District 2
Patrick J. Frega, First Vice-Chair, District 5
Jeff Hansen, Second Vice- Chair, District 3
David Spaur, District 1
Tim Costello, District 4

Rhiannon Guilford, Clerk of the Planning Commission
Karen L. Garner, Executive Secretary

Thursday, January 22, 2026 **8:30 AM** **https://edcgov-us.zoom.us/j/88278202894**

2850 Fairlane Court, Building C Hearing Room, Placerville, CA 95667

PUBLIC PARTICIPATION INSTRUCTIONS: The Planning Commission meeting room will be open to the public. The meeting will continue to be live-streamed via Zoom.

Although the County strives to offer remote participation, be advised that remote Zoom participation is provided for convenience only. In the event of a technological malfunction, the only assurance of live comments being received by the Commission is to attend in person. Except for a noticed teleconference meeting, the Planning Commission reserves the right to conduct the meeting without remote access if there is a malfunction.

Members of the public may address the Commission in-person or via Zoom to make a public comment. Seating is limited and available on a first-come, first-served basis. The public should call into 530-621-7603 or 530-621-7610. The Meeting ID is 882 7820 2894. Please note you will not be able to join the live-stream until the posted meeting start time. To observe the live stream of the Planning Commission meeting go to: https://edcgov-us.zoom.us/j/88278202894

If you are joining the meeting via Zoom and wish to make a comment on an item, press the "raise a hand" button. If you are joining the meeting by phone, press *9 to indicate a desire to make a comment. Speakers will be limited to 3 minutes.

By participating in this meeting, you acknowledge that you are being recorded. If you choose not to observe the Planning Commission meeting but wish to make a comment on a specific agenda item, please submit your comments to the Clerk of the Planning Commission at planning@edcgov.us. Planning Services cannot guarantee that any public comment received the day of the Commission meeting will be delivered to the Commission prior to any action.

The Clerk and Planning staff is here to assist you, please call 530-621-5355 if you need any assistance with the instructions to access the meeting.

Planning Commission video recordings, agendas, staff reports, supplemental materials and meeting minutes are available on the internet at: http://eldorado.legistar.com/Calendar.aspx

The County of El Dorado is committed to ensuring that persons with disabilities are provided the resources to participate in its public meetings. If you require accommodation, please contact the Clerk of the Planning Commission at 530-621-5355 or via e-mail, planning@edcgov.us, preferably no less than 24 hours in advance of the meeting.

The Planning Commission is concerned that written information submitted to the Planning Commission the day of the Commission meeting may not receive the attention it deserves. The Clerk of the Planning Commission cannot guarantee that any FAX, email, or mail received the day of the meeting will be delivered to the Commission prior to action on the subject matter.

For purposes of the Brown Act, Section 54954.2(a), the numbered items on this agenda give a brief description of each item to be discussed. Recommendations of the staff, as shown, do not prevent the Commission from taking other action.

Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for inspection during normal business hours in Planning Services located at 2850 Fairlane Court, Placerville, CA. Such documents are also available on the Commission’s Meeting Agenda webpage subject to staff’s ability to post the documents before the meeting.

PROTOCOLS FOR PUBLIC COMMENT:

Public comment will be received at designated periods as called by the Commission Chair.

Except with the consent of the Commission, individuals shall be allowed to speak to an item only once.

Matters not on the agenda may be addressed by the general public during Public Forum/Public Comment. Comments during Public Forum/Public Comment are limited to three minutes per person. The Commission reserves the right to waive said rules by a majority vote. Public Forum/Public Comment is for comment only. No action will be taken on these items unless they are scheduled on a future agenda.

Public testimony will be received on each agenda item as it is called. Individuals will have three minutes to address the Commission. At the discretion of the Commission, time to speak on an item may be extended or shortened for all speakers.

Upon completion of public comment on an agenda item, the matter shall be returned to the Commission for deliberation. Members of the public shall not be entitled to participate in that deliberation, or be present at the podium during such deliberation, except at the invitation of the Commission for a point of clarification or question by the Commission.

Individual Commission members may ask clarifying questions but will not engage in substantive dialogue with persons providing input to the Commission.

If a person providing input to the Commission creates a disruption by refusing to follow Commission guidelines, the Chair of the Commission may take the following actions:

Step 1. Request the person adhere to the Commission guidelines. If the person refuses, the Chair may ask the Clerk to turn off the speaker's microphone.
Step 2. If the disruption continues, the Chair may order a recess of the Commission meeting.
Step 3. If the disruption continues, the Chair may order the removal of the person from the Commission meeting.

8:30 A.M.

CALL TO ORDER / ROLL CALL

Chair Williams called the meeting to order at 8:30 AM.

Present: 4 - Commissioner Frega, Commissioner Williams, Commissioner Hansen and Costello

Absent: 1 - Commissioner Spaur

PLEDGE OF ALLEGIANCE TO THE FLAG

ADOPTION OF AGENDA AND APPROVAL OF THE CONSENT CALENDAR

Public Comment: None

A motion was made by Commissioner Hansen, seconded by Commissioner Frega, to Adopt the Agenda and Approve the Consent Calendar with no changes.

Yes: 4 - Commissioner Frega, Commissioner Williams, Commissioner Hansen and Costello

Absent: 1 - Commissioner Spaur

All items on the Consent Calendar are to be approved by one motion unless a Commission member requests an item be removed from the Consent Calendar for discussion and a separate Commission action.

CONSENT CALENDAR

1. 26-0154 Clerk of the Planning Commission recommending the Commission approve the MINUTES of the regular meeting of December 11, 2025.

This item was approved on the Consent Calendar.

END OF CONSENT CALENDAR

PUBLIC FORUM / PUBLIC COMMENT

26-0244

Public Comment: D. Getz; S. Ferry

Public Forum/Public Comment will be heard after the consent calendar. If there are a large number of public participants, the public comment portion may be continued and conclude in a later portion of the meeting.

AGENDA ITEMS

2. 26-0095 Hearing to consider CONDITIONAL USE PERMIT, CUP24-0013/AT&T Monopine Loch Leven Dr. request to allow the construction and operation of a new multi-carrier wireless telecommunications facility, which consists of a 140-foot-tall monopine structure and ground equipment, including a 30-kilowatt diesel generator, within a new 30-foot by 40-foot leased area, enclosed by an eight-foot-tall wood fence. A 180-foot waiver from the setback requirement, as stated in Zoning Ordinance Section 130.40.130(F)(2), Development Standards and Design Guidelines, is being requested by the applicant. The property, identified by Assessor's Parcel Number 042-321-007, consisting of 10.05 acres, is located on the north side of Rainbow Trail, approximately 370 feet east of the intersection with Loch Leven Drive, in the Pollock Pines area, submitted by Public Safety Towers, LLC.

Staff recommends the Planning Commission take the following action:
1. Deny Conditional Use Permit CUP24-0013 based on the Findings as provided below.

(Supervisorial District 5)

Public Comment: Chief Cordero; K. Barbieri; J. Sims; V. Lamarjas; H. Falcy; M. Falcy; P. Williams; S. Smith; V. Chandler; D. Baxter

Chair Williams opened the hearing. Upon hearing from staff and the public, Chair Williams closed the hearing.
A motion was made by Commissioner Frega, seconded by Commissioner Hansen, that The Commission continues this matter to be heard prior to October 31, 2026, with the following guidance:
• The Applicant shall provide further thorough documentation on alternative locations, including specifically locations not within the neighborhood.
• The returning item should not be proposed on the original site requiring the 180 ft setback waiver.
• Further study should include meaningful discussions with EID on utilizing one of their sites.

3. 26-0155 Clerk of the Planning Commission recommending the Commission elect a Chair, First Vice-Chair, and Second Vice-Chair for 2026, with those selections becoming effective at the next regular meeting.

A motion was made by Chair Williams, seconded by Commissioner Costello, to appoint Commissioner Frega as Chair, Commissioner Hansen as First Vice Chair, and Commissioner Costello as Second Vice Chair.

Yes: 4 - Commissioner Frega, Commissioner Williams, Commissioner Hansen and Costello

Absent: 1 - Commissioner Spaur

TO AND FROMS

Robert Peters, Deputy Director of Planning, reported on the following:
The February 12 Planning Commission Meeting has been cancelled due to no items submitted.
The Diamond Spring El Dorado Community Advisory Committee Design Standards
Items coming to the Planning Commission from the Board of Supervisors, and Planning Commission items going to the Board of Supervisors including the Planning Commission Bylaws

Commissioner Hansen thanked Chair Williams for their leadership as chair.

Chair Williams reported on the following:
Request that staff consider an agenda item that would "shore up" the telecommunications ordinance.
Concerns regarding staff's presentation of the Creekside Project to the Board of Supervisors.

Commissioner Frega thanked Chair Williams for their leadership as chair.

Commissioner Costello reported on the following:
Thank you to Chair Williams
They will be absent for the May 28 Planning Commission meeting

Commission members may make a brief report on commissioner districts, committee meetings, department matters or make a brief announcement on matters of countywide concern (May be called at any time during the meeting)

ADJOURNMENT

Chair Frega adjourned the meeting at 10:50 AM.

All persons interested are invited to participate remotely (following instructions listed under the Public Participation Instructions in this agenda) and be heard or to write their comments to the Planning Commission. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to Planning Services; 2850 Fairlane Court; Placerville, CA 95667.

County of El Dorado

330 Fair Lane, Building A
Placerville, California
530 621-5390
FAX 622-3645
www.edcgov.us/bos/

Master Report

File Number: 26-0262

***File ID #:**	26-0262	**Agenda Type:** Agenda Item		**Status:**	Agenda Item
Version:	1	**Reference:**		**Gov Body:**	Planning Commission
Department:	CAO			**Created:**	01/27/2026
Agenda Title:	02-26-26 PC River Use Permits			**Final Action:**	

Title: Chief Administrative Office, Parks & Trails Division-River Program, submitting APPLICATION FOR RENEWAL OF RIVER USE PERMIT submitted by Action Whitewater Adventure, American Whitewater Expeditions, H2O Adventures, and River Runners, request the Planning Commission to:
1. Pursuant to CEQA Guidelines Section 15162 and subsection 15168(c)(2), finds that River Use Permits were an activity analyzed for potential environmental effects within the scope of the project in the 2001 Program Environmental Impact Report (EIR) for the RMP, that all potentially significant effects from the approval of River Use Permits were addressed by the EIR, and that no new environmental document is required for the approval of River Use Permits; and
2. approves three-year River Use Permits for applicants meeting the standards of the Streams and Rivers Commercial Boating Ordinance Chapter 5.48. Therefore, permits 72, 48, 45, 40, 34, 05, 67, 63, 44, 28, 13 are recommended for a three-year renewal.

Notes:			
Code Sections:		**Agenda Date:**	02/26/2026
		Agenda Number:	2.
Sponsors:		::	
Attachments:	A - 3-Year RUP Renewal 2026, B - Staff Report Exhibits A-C	::	
::		::	
Contact:	Zachary Perras	::	

History of Legislative File

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:

Text of Legislative File 26-0262

Chief Administrative Office, Parks & Trails Division-River Program, submitting APPLICATION FOR RENEWAL OF RIVER USE PERMIT submitted by Action Whitewater Adventure, American Whitewater Expeditions, H2O Adventures, and River Runners, request the Planning Commission to:
1. Pursuant to CEQA Guidelines Section 15162 and subsection 15168(c)(2), finds that River Use Permits were an activity analyzed for potential environmental effects within the scope of the project in the 2001 Program Environmental Impact Report (EIR) for the RMP, that all potentially significant effects from the approval of River Use Permits were addressed by the EIR, and that no new environmental document is required for the approval of River Use Permits; and
2. approves three-year River Use Permits for applicants meeting the standards of the Streams and Rivers Commercial Boating Ordinance Chapter 5.48. Therefore, permits 72, 48, 45, 40, 34, 05, 67, 63, 44, 28, 13 are recommended for a three-year renewal.

STAFF REPORT: **APPLICATION FOR RENEWAL OF RIVER USE PERMIT**

APPLICANTS: Outfitters that held River Use Permits in 2025. Action Whitewater Adventure, American Whitewater Expeditions, H2O Adventures, and River Runners.

REQUESTS: Planning Commission 1) Pursuant to CEQA Guidelines Section 15162 and subsection 15168(c)(2), finds that River Use Permits were an activity analyzed for potential environmental effects within the scope of the project in the 2001 Program Environmental Impact Report (EIR) for the RMP, that all potentially significant effects from the approval of River Use Permits were addressed by the EIR, and that no new environmental document is required for the approval of River Use Permits; and 2) approves three-year River Use Permits for applicants meeting the standards of the Streams and Rivers Commercial Boating Ordinance Chapter 5.48. Therefore, permits 72, 48, 45, 40, 34, 05, 67, 63, 44, 28, 13 are recommended for a three-year renewal.

LOCATION: The project area is located in western El Dorado County, within the South Fork of the American River (South Fork) corridor, between Chili Bar Dam and Salmon Falls.

SUMMARY RECOMMENDATIONS

1) Recommend the Planning Commission approve three-year River Use Permits (RUP) for applicants meeting the standards established in the Streams and Rivers Commercial Boating Ordinance Chapter 5.48. Staff recommends the Planning Commission approve three-year River Use Permits for the following outfitters: American Whitewater Expeditions (RUP 48, 45, 40, 34), H2O Adventures (RUP 72), River Runners (RUP 05), and Action Whitewater Adventure (RUP 67, 63, 44, 28, 13).

BACKGROUND

Permitted river use is one of the primary whitewater recreation activities managed by the County through its River Management Plan (RMP). Many of the RMP's provisions for River Use Permits (Permits) remain unchanged from the 1984 River Management Plan. The overall number of Permits has changed since 1984, but the number of river use days (user days) has stayed the same since 1988. Permits will be issued by the Planning Commission for a three-year term which last occurred on February 9, 2023

An annual review of permittees' river use plans performed by the El Dorado County River Program is ongoing. Permit holders must comply with several application and operating requirements annually. In addition, commercial river use is subject to additional conditions and restrictions on river use through the RMP's carrying capacity strategy.
The Board adopted Ordinance 4594, the Streams and Rivers Commercial Boating Ordinance Chapter 5.48, which governs the process by which the County issues Permits (Exhibit A). The

Board also adopted Resolution No. 033-2002, which set the minimum liability insurance to $1,000,000 combined single limit per occurrence for bodily injury and property damage.

Ordinance Chapter 5.48 identifies the application provisions in the ordinance that are consistent with the policies of the 2018 updated RMP. Applicants must provide a river use plan that documents all important aspects of their proposed operations: landowner/agency permission for all ingress, egress, camping and other land uses; parking facilities; customer shuttle operations; compliance with health standards for food, water and waste; safety measures; and insurance coverage. Your Commission's decision to approve an application for a Permit will be based upon the standards for the river use plan established in Ordinance Chapter 5.48.070.

Permit Issuance Procedure

Ordinance Chapter 5.48.050 describes the County's procedure for issuing River Use Permits. Applicants must submit an application consisting of an application fee and a river use plan that conforms to the standards of Ordinance Chapter 5.48.070. County River Program staff reviews the applications for compliance with the standards for a river use plan and County business license requirements. This staff report contains staff's conclusions and recommendations on whether an application's river use plan meets the standards of Ordinance Chapter 5.48.070.

California Environmental Quality Act (CEQA)

CEQA Guidelines §15168, Program EIR, section (c)(2), states:

"If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR."

The County has defined River Use Permits as discretionary permits in Ordinance Chapter 5.48.030.D. CEQA Guidelines §15357 requires that discretionary projects be subject to CEQA, requiring an analysis of the environmental factors that would be potentially affected by the approval of Permits. The initial evaluation by the County sought to determine whether the program 2001 Environmental Impact Report (EIR) for the RMP could be used as the environmental document for the approval of River Use Permits. The initial evaluation's Discussion section described the analysis undertaken to determine that the potential environmental effects from the approval of Permitted River Use were within the scope of the project analyzed by the EIR. The analysis concluded that all potentially significant effects from the approval of River Use Permits were addressed.

The County made the following findings in its initial evaluation pursuant to CEQA Guidelines §15162, Subsequent EIRs and Negative Declarations, and §15168, Program EIR, section (c)(2):

1. The approval of River Use Permits is within the scope of the project described and analyzed for the River Management Plan.

2. Although the approval of River Use Permits could have a significant effect on the environment, all potentially significant impacts have been avoided or mitigated pursuant to the River Management Plan.
3. No new effects could occur from, and no new mitigation measures would be required for the approval of River Use Permits.
4. No further environmental document is required.

River Use Permit Application Standards

This section lists the elements and standards of staffs review of Permit applications as established by Ordinance Chapter 5.48, River Management Plan Element Six, and other applicable County ordinances.

A. Application Fee
B. Business License
C. Unsecured Property Tax
D. Names, mailing address, and location of place of business
E. If place of business is located outside County, the name of the local agent within the county who will be available in the event of emergencies or other problems.
F. Full description of activities proposed to be conducted under the permit.
G. Land use requirements (location of ingress, egress, rest stops, lunch stops, camping or other planned non-emergency stops). All private property locations must have a Special use Permit that allows commercial boating activity. Permits or authorization is required for the use of County, state or Federal lands. Section F requires written authorization for use of all lands by an applicant.
H. Parking facility requirements for employees, clients, guests and commercial vehicles. Section F requires written authorization for use of all lands by an applicant.
I. Shuttle transportation requirements
J. Planed safety measures that meet the standards of Section 5.48.120
K. Applicants must provide a copy of the water flow notice required by RMP Element 6.2.9.3
L. Proof of liability insurance
M. Boat logo or identification

DISCUSSION:

The standards for river use plans in Section 5.48.070 are largely ministerial. The County may use considerable judgement in imposing conditions to mitigate impacts, including the implementation of the carrying capacity related actions.

Staff has inferred that discretion includes imposing reasonable conditions on a Permit's approval based on professional judgement.

RECOMMENDATION:

The following permits were approved in 2023 by the Planning Commission and will be in the third year of their three-year permit term in 2026. Therefore, staff recommends the Planning Commission approve three-year River Use Permits to the following applicants:

Outfitter Name	Permit Number
American Whitewater Expeditions	48, 45, 40, 34
H2O Adventures	72
River Runners	05
Action Whitewater Adventure	67, 63, 44, 28, 13

ATTACHMENTS

Exhibit A	Streams and River Commercial Boating Ordinance Chapter 5.48
Exhibit B	River Management Plan Element 6, Outfitter Requirements
Exhibit C	River Use Permits and User Day Allocations

Exhibit A
County Code Ordinance 5.48
Streams and Rivers Commercial Boating

CHAPTER 5.48. - STREAMS AND RIVERS COMMERCIAL BOATING

Sec. 5.48.010. - Title.

This chapter shall be referred to as the Streams and Rivers Commercial Boating Ordinance.

(Code 1997, § 5.48.010; Ord. No. 4594, 1-15-2002)

Sec. 5.48.020. - Purpose.

The Board of Supervisors recognizes that recreational use of the County's streams and rivers includes the use of streams and rivers by rafts, kayaks, and other floating devices. The Board has further found it necessary to manage whitewater recreation, through the County's River Management Plan, to protect the riparian environment and the safety, health, and welfare of river users and riparian landowners. Consistent with the policies and purposes of the 2001 El Dorado County River Management Plan, as it may be amended from time to time, this chapter regulates commercial boating on County rivers and streams.

(Code 1997, § 5.48.020; Ord. No. 4594, 1-15-2002)

Sec. 5.48.030. - Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Boat rental means the lease, rental, loan, or bailment for consideration of any floating device for use on any stream or river named in Section 5.48.040.

Commercial outfitter means any operation that meets any of the criteria specified in Subelement 6.1 of the 2001 El Dorado County River Management Plan, as it may be amended from time to time.

Commercial river use means any operation of a boat rental or commercial outfitter.

Commercial river use permit means a discretionary permit issued pursuant to this chapter that entitles the permittee to engage in commercial river use.

County Parks means the Parks Division of the Chief Administrative Office.

Floating device means any raft, kayak, canoe, inner tube, kickboard, water wheel, or similar object, or any "vessel" as defined by Harbors and Navigations Code § 21, as it may be amended from time to time. The term "floating device" expressly excludes U.S. Coast Guard approved personal flotation devices, Types 1 through 5.

(Code 1997, § 5.48.030; Ord. No. 4594, 1-15-2002)

Sec. 5.48.040. - Permit required.

No person or entity shall engage in commercial river use on the reaches of the South Fork of the American River between Chili Bar and Salmon Falls, except as authorized by a valid commercial river use permit in good standing.

(Code 1997, § 5.48.040; Ord. No. 4594, 1-15-2002)

Sec. 5.48.050. - Permit issuance procedure.

Commercial river use permits shall be issued by the Planning Commission. The procedure for permits is as follows:

A. The applicant shall submit an application for a commercial river use permit, accompanied by a river use plan, and appropriate fee, to County Parks on or before an annual deadline set by County Parks.

B. Within 60 days of the deadline for receipt of the application and river use plan, County Parks shall review them for compliance with the standards of this chapter and of the River Management Plan and submit a written report of its conclusions and recommendations to the Planning Commission. If County Parks concludes that an applicant's river use plan is not complete or does not meet the standards of Section 5.48.070, it shall recommend that the application be denied.

C. Upon receipt of the report from County Parks, the matter shall be placed on the agenda of the next available meeting of the Planning Commission. The Planning Commission shall approve the permit upon a finding that the application and plan meet all standards of this chapter and of the River Management Plan; it shall deny the permit upon a finding that the application and plan do not meet one or more standards, identified in the finding, of this chapter or of the River Management Plan.

D. Following the decision of the Planning Commission, either the applicant or any other person who is adversely affected by the decision may file an appeal to the Board of Supervisors in accordance with Chapter 2.09. The appeal must be filed within ten days after the action of the Planning Commission on a form furnished by the Clerk to the Board of Supervisors. The appeal must be accompanied by a fee for every permit or application included in the appeal. The appeal fee shall be in an amount as established by the Board of Supervisors from time to time.

(Code 1997, § 5.48.050; Ord. No. 4594, 1-15-2002)

Sec. 5.48.060. - Permit term; annual review; fees.

A. Commercial river use permits shall be issued for a three-year term, with mandatory annual review by County Parks. The permit term shall run from the earlier of April 1 or the date of issuance.

B. Notwithstanding Subsection A of this section, the following permits shall have one-year terms:

1. A permit issued for a commercial river use that has been operating for less than one year.
2. A permit issued to an operator who does not currently hold a permit.

C. In its annual review, County Parks shall review any violations or complaints regarding the permittee and require the permittee to provide the following: a statement of any changes in its river use plan, current certificates of insurance, a newly executed letter agreeing to observe all standards enacted or enforced by the Director of Environmental Health regarding food storage, handling, and preparation, solid waste, sewage and sewage disposal, and water supply.

D. Fees for the issuance and annual review of commercial river use permits shall be established by resolution of the Board of Supervisors. The issuance fee shall be an amount equal to the estimated cost of enforcing and administering the provisions of this chapter, including the processing of the application. The annual review fee shall not exceed the costs of conducting the annual review.

(Code 1997, § 5.48.060; Ord. No. 4594, 1-15-2002)

Sec. 5.48.070. - River use plan contents.

The river use plan required by Section 5.48.050 shall include, but need not be limited to, the following information:

A. Applicant's name, mailing address, and location of place of business.

B. If the place of business is not located in the County, the name, address, telephone number, and other relevant contact information of a local agent within the County who will be available in the event of emergencies or other problems.

C. Full description of all activities proposed to be conducted under the commercial river use permit being sought.

D. Full descriptions, including location, of all planned ingress and egress from the water, as well as all rest stops, lunch stops, or other planned non-emergency stops on adjoining lands. All lands so specified must be property for which the private landowner has secured a special use permit that allows the planned use, or property owned by a State or Federal agency.

E. Full description, including location, of the parking facilities for the permittee's commercial vehicles, employees, clients, and guests. Parking facilities must provide parking allocated to the permittee's exclusive use that meets the standards of Chapter 130.18. All lands specified

for parking facilities must be property for which the private landowner has secured a special use permit that allows the planned use, or property owned by a State or Federal agency.

F. Written proof that the applicant has obtained the landowners' or managing public agencies' permission for the activities planned on all lands specified in response to Subsections D and E of this section, if the applicant is not the landowner.

G. Written confirmation that the permittee will provide shuttle transportation services to and from all points of ingress and egress. Vehicles used by permittee to transport clients, employees, or equipment shall meet at current State Vehicle Code requirements.

H. Written confirmation of compliance with County Environmental Health permit requirements and all food storage, handling and preparation, solid waste, sewage and sewage disposal, and water supply standards enacted or enforced by the Director of Environmental Health. This requirement may be satisfied by a letter and Environmental Health permit application, signed by the applicant, agreeing to observe all such standards.

I. Full description of planned safety measures for river users that meet that standards of Section 5.48.120.

J. Written proof of bodily injury and liability insurance covering all activities of the permittee and the permittee's employees or agents relating to or incidental to river use pursuant to the permit sought. Liability insurance must meet scope and amount standards set by resolution of the Board of Supervisors, and must name the County, its officers and employees, and riparian landowners as additional insureds.

K. Full description of a name or logo identification, to be utilized on all flotation devices, that meets the criteria of Subelement 6.2.5 of the River Management Plan, as it may be amended from time to time.

(Code 1997, § 5.48.070; Ord. No. 4594, 1-15-2002)

Sec. 5.48.080. - Limitation on allocations.

Notwithstanding Section 5.48.050, no river use permit will be issued if its issuance would cause the total weekend or weekday commercial use allocation to exceed the allocations authorized by permits in effect on November 20, 2001, unless a permit is sought for the provision of a truly new and unique commercial river use, as determined by the Planning Commission or the Board of Supervisors on appeal. The purpose of this limitation is to protect the health, safety and welfare of river users and riparian landowners, as well as the riparian environment.

(Code 1997, § 5.48.080; Ord. No. 4594, 1-15-2002)

Sec. 5.48.090. - No vested right.

The granting of a commercial river use permit does not vest any right or entitlement to an extension or renewal beyond the permit period.

(Code 1997, § 5.48.090; Ord. No. 4594, 1-15-2002)

Sec. 5.48.100. - Revocation, denial, or non-renewal of permit.

A. A commercial river use permit may be revoked by the County Hearing Officer, or the Board of Supervisors on appeal, and may be reapplied for in the following year, pursuant to the standards and procedures of the River Management Plan as it may be amended from time to time.

B. If a commercial river use permit has been revoked and not issued on reapplication, denied, or no timely application for its renewal has been submitted, the weekday and weekend use allocations associated with that permit shall revert to the County. After first soliciting a recommendation from the river management advisory committee, the Board of Supervisors may dissolve those allocations or assign them to one or more existing commercial outfitters or new commercial outfitters who apply for all or a portion of the allocations.

(Code 1997, § 5.48.100; Ord. No. 4594, 1-15-2002)

Sec. 5.48.110. - Permit transfer, consolidation, or inactivation.

Commercial river use permits may not be transferred or consolidated in whole or part, or inactivated, except as provided in Subelement 6.2.1.4 of the River Management Plan, as it may be amended from time to time.

(Code 1997, § 5.48.110; Ord. No. 4594, 1-15-2002)

Sec. 5.48.120. - Safety equipment and standards.

A. Each floating device used to traverse a stream or river shall carry one U.S. Coast Guard approved personal flotation device per person using the floating device.

B. The number of persons using a floating device shall not exceed the floating device's design capacity, except in an emergency or rescue situation.

C. All commercial outfitters shall observe the safety, training, and equipment standards of Subelements 6.2.7 and 6.2.8 of the River Management Plan, as they may be amended from time to time.

(Code 1997, § 5.48.120; Ord. No. 4594, 1-15-2002)

Sec. 5.48.130. - Littering and trespass.

All persons, groups or business entities who use the streams and rivers of the County for recreational or commercial purposes shall be subject to State law regarding littering and trespass.

(Code 1997, § 5.48.130; Ord. No. 4594, 1-15-2002)

Sec. 5.48.140. - Penalty for violation.

A. Violation by commercial river use permittees of certain standards and representations specified in Section 5.48.070 shall be penalized as follows:
    1. Violations of Section 5.48.070.A, B, D, E, F, G, or K shall be punishable as specified in Subelement 6.2.10.3 of the River Management Plan, as it may be amended from time to time.
    2. Violations of Section 5.48.070.H shall be punishable by penalties imposed or enforced by the Department of Environmental Management.
    3. Violations of Section 5.48.070.C or J shall be punishable as specified in Subelement 6.2.10.4 of the River Management Plan, as it may be amended from time to time.
    4. Violation of Section 5.48.070.I shall be a misdemeanor punishable pursuant to Subsection B of this section.
B. Except as otherwise specified in Subsection A of this section, violations of any provision of this chapter shall be a misdemeanor and punishable according to the general penalties described in Chapter 1.24.

(Code 1997, § 5.48.140; Ord. No. 4594, 1-15-2002; Ord. No. 5051 , § 2, 4-18-2017)

Exhibit B
River Management Plan Element 6
Outfitter Requirements

ELEMENT 6 – Outfitter Requirements

6.1 Outfitter Requirements

6.2.1 Annual River Use Permits - The Stream and Rivers Commercial Boating Ordinance Chapter 5.48 governs River Use Permit application procedures and standards. The ordinance requires any entity conducting commercial trips on the South Fork to obtain a River Use Permit and requires that such entity meet and follow applicable insurance requirements; provides authority to the Planning Commission to approve River Use Permits for a three-year term; establishes standards for a River Use Permit application, termed the "river use plan"; and establishes a procedure to appeal the decision of the Planning Commission to the County Board of Supervisors.

6.2.1.1 The term for a River Use Permit issued to an existing, permitted outfitter shall be three years with an annual review of said permit. The provisional term for a permit issued to an outfitter who has been operating for less than one year on the South Fork shall be one year. Transfer of a River Use Permit from an existing outfitter to an outfitter who is not currently operating on the South Fork shall cause the term of the transferred permit to change, if necessary, so it expires as of the next March 31st. Permits shall be issued by April 1st of each year.

6.2.1.2 The granting of a River Use Permit will not establish any vested rights to an extension or renewal beyond the permit period.

6.2.1.3 River Use Permit Allocations

6.2.1.3.1 The County's River Use Permit system contains an allocation system that regulates the number of user days available to each outfitter. The basic purpose of the allocation system is to protect and prevent the river's environmental quality, public services, roads and social values from being overburdened or damaged from excessive river use.

6.2.1.3.2 Current River Use Permit holders and guest allocations are presented in Appendix C.

6.2.1.3.3 The total weekday, weekend and guest allocations will not be increased above the capacities provided in Appendix C, and may be reduced per future management actions as identified in Element 7.

6.2.1.3.4 The current allocation system includes a separate weekend day allocation and weekday allocation for each permit. On weekend days, the total number of user days available to an outfitter each weekend day is specified by their permit's weekend day allocation. Outfitters may utilize their weekend day allocation on any weekend day throughout the permit term.

6.2.1.3.4.1 The maximum number of weekday user days available is up to two times the permit's weekday

allocation. However, a commercial outfitter's combined weekday user day levels during any one week may not exceed five times the weekday allocation.

6.2.1.3.4.2 In addition to the user day allocation, outfitters are allowed guests on trips. A specific guest allowance of 8 percent has been established. The total number of guests shall not exceed 8 percent, rounded up to the nearest whole number, of an outfitter's daily allocation. Commercial outfitters shall pay user day fees for all guests.

6.2.1.3.4.3 Outfitters are allowed one guide per boat that is not counted towards the permit's user day allocation. Extra guides or assistant boatmen are also permitted. The use of extra guides is limited, and extra guides cannot be used if the outfitter's river use is at the permit's allocation capacity. If an outfitter exceeds permit capacity through the use of extra guides, a Class I violation for exceeding capacity shall apply. An exception to the extra guide limitation will be granted to 1) outfitters primarily serving "special needs" passengers, and 2) whitewater kayak instruction. Approval of this exception must be specified in an outfitter's River Use Permit.

6.2.1.3.5 Outfitters with a weekend day allocation of less than 30 user days may "flex" their allocation. The intent of the flex is to allow the smaller outfitters to run somewhat larger and more profitable trips during the peak summer season. These outfitters must stay within their season- long weekend day allocation, defined as 30 (the number of weekend days between Memorial Day and Labor Day) times their base allocation. Current flex allocations are specified in Appendix C.

6.2.1.3.6 User days cannot be transferred, loaned, or borrowed. User days, as assigned to each outfitter, are not a commodity or an element of their permit that can be traded or purchased or sold among different outfitters. The capacity assigned under each permit is assigned strictly to the permit holder named on the River Use Permit.

6.2.1.3.7 It shall be permissible for an outfitter to subcontract with a second outfitter, if all of the following criteria are met:

6.2.1.3.7.1 The second outfitter uses their own equipment, properly marked with the second outfitter's name;

6.2.1.3.7.2 The raft is guided by the second outfitter's employee;

6.2.1.3.7.3 The raft is covered by the second outfitter's insurance;

6.2.1.3.7.4 The second outfitter is responsible for all fees;

6.2.1.3.7.5 The customer signs a liability release with the second outfitter.

6.2.1.4 River Use Permit Transfers - Where an outfitter wishes to transfer a River Use Permit, the following guidelines and procedures shall be used.

6.2.1.4.1 For any proposed transfer of a River Use Permit, a written application must be submitted to the Planning Commission for its review and approval prior to a transfer being completed. Said application letter is to be submitted through the County Parks and Trails Division. The following guidelines are to be used to facilitate the application for transfer.

6.2.1.4.1.1 The buyer and seller negotiate and settle privately on the selling price of that commercial outfitter's business and inventory, excluding the South Fork River Use Permit. The River Use Permit shall have no value assigned to it in the transaction.

6.2.1.4.1.2 The seller and buyer submit a Letter of Intent stating that the seller wishes to sell his business and transfer the River Use Permit to the buyer. The letter shall include the River Use Permit numbers and names of outfitters involved. This letter shall be delivered to County Parks and Trails Division. With the Letter of Intent, when requested by the County, the buyer and seller shall include an inventory of equipment and other assets that shall be transferred along with the River Use Permit.

6.2.1.4.1.3 County Parks and Trails Division shall review the proposed transfer and forward a staff recommendation along with conditions to the Planning Commission. A transfer fee, set by the Board of Supervisors, will be paid to the County by the new permit holder.

6.2.1.4.1.4 Permit holders with outstanding violations may not be allowed to transfer a permit until the violations are resolved.

6.2.1.4.2 Transfer of a Portion of a River Use Permit - In some instances where an outfitter would like to sell a portion, but not all of his business, or an existing partnership is proposed to be dissolved; the Planning Commission may consider the transfer of a portion

of that River Use Permit. The guidelines outlined in the preceding Elements shall apply as well as the following.

6.2.1.4.2.1 The transfer of a portion of a River Use Permit can only be authorized between two commercial outfitters that each holds a valid County River Use Permit.

6.2.1.4.2.2 The transfer of a portion of a River Use Permit must specifically state what portion of the weekday and weekend capacity is to be transferred.

6.2.1.4.2.3 Two outfitters may form a partnership and merge their individual permits. The Planning Commission must approve mergers, and transfer fees shall apply. Partnerships or merged permits may be dissolved through approval of the Planning Commission. Transfer fees shall apply for applications to dissolve merged permits.

6.2.1.4.2.4 The permittees' past history of river use, violations, complaints, and other operating characteristics will be carefully considered prior to approving any transfer of permit capacity. In general, the County wishes to allow partial transfers only to those outfitters who have exhibited the highest level of expertise and commercial management and have operated without violations or infractions.

6.2.1.4.3 Consolidation of River Use Permits – The County strongly desires that outfitters who hold more than one County River Use Permit combine those Permits into a single Permit. This will greatly simplify the County's accounting procedures. In some situations, it is a business advantage to an outfitter to hold more than one Permit. The County will not, in general, require that multiple permits be combined unless problems with reporting, accounting, exceeding permit capacity, and other problems occur. Multiple permits may be required to be combined in the following instances.

6.2.1.4.3.1 When there is a history of reporting and accounting problems by either the County or the outfitter.

6.2.1.4.3.2 When the capacity limits as described in the permit(s) are exceeded.

6.2.1.4.3.3 When a transfer of a permit is proposed.

6.2.1.4.3.4 When the outfitter does not properly mark

equipment and boats with the company name (if there is more than one company name on each permit and each permit is accounted for separately and distinctly.)

6.2.1.4.3.5 If the company names on the permits are the same, the overall multiple permit capacity shall be the sum total of the individual permits' weekend day and weekday allocations.

6.2.1.4.4 River Use Permits, Inactive Status - A commercial outfitter who does not wish to operate in any year may request that the River Use Permit be placed in an inactive status. The following requirements apply to inactive River Use Permits.

6.2.1.4.4.1 River Use Permits cannot remain in an inactive status more than one year or be inactive for more than two years within a 5 year timeframe. If this element is violated, the permit and its user days will be immediately returned to the County for redistribution or dissolution

6.2.1.4.4.2 A permit maintenance fee shall be the same as the annual permit renewal fee.

6.2.1.4.4.3 A letter requesting that the River Use Permit be placed in an inactive status must be submitted to the County Parks and Trails Division prior to May 1st.

6.2.1.4.4.4 The "normal" requirements for River Use Permits (insurance, Operating Plans, fees, etc.) are not required for inactive permits.

6.2.1.4.4.5 A River Use Permit in an inactive status has no use capacity allocation assigned to it; the inactive designation merely reserves that use/capacity potential until the permit is activated.

6.2.1.4.4.6 An inactive River Use Permit in no way allows commercial river use.

6.2.2 Maximum Group Size

6.2.2.1 With the exception of Element 6.2.2.6, the number of boats in each group on the South Fork will be limited to 7 and will not exceed 56 people (passengers, guests, guides) per group. If more than one group is traveling together, each group must have a five minute period between launches from Chili Bar to below Hospital Bar rapid and when launching trips from other put in's and lunch stops in between. On the river each group will then stay out of sight of each other (lead boat cannot see last boat from other group).

6.2.2.2 Rafts in a group shall remain in reasonably close proximity between Chili Bar and Trouble Maker Rapids and between Fowler's Rock and Hospital Bar Rapids (class III sections) to give assistance, whenever needed, without unnecessary delay.

6.2.2.3 Rafts in a river trip shall not purposefully integrate into another's group trip in class III whitewater.

6.2.2.4 If flows are above 6,000 cfs at Chili Bar, trip sizes shall be a minimum of 2 rafts. Permit holders on a trip shall recommend to guests that they wear wetsuits to reduce the risk of hypothermia.

6.2.2.5 A ratio of one guide per 8 guests shall be required on every permitted trip. Guides shall meet the requirements of Element 6.2.7.

6.2.2.6 All kayak and canoe groups will be limited to a maximum of 12 boats in any group while on the river.

6.2.2.7 Groups shall maintain a distance apart from each other of 4 boat lengths, except when overtaking another group.

6.2.3 Quiet Zone – The Quiet Zone in the Coloma-Lotus area is designated as follows:

6.2.3.1 The Quiet Zone begins at Indian Creek above Coloma, and ends at Greenwood Creek below Rivers Bend.

6.2.3.2 All outfitters are required to counsel their passengers to refrain from loud noises, screaming, and yelling in the Quiet Zone, with the exception of the immediate vicinity of Troublemaker Rapid.

6.2.3.3 A Class I violation in the Quiet Zone may be issued for any non-emergency yelling or screaming by passengers that is not being actively discouraged by the guide, except for normal noise associated with downriver travel in rapids.

6.2.3.4 All outfitters will be required to observe the Quiet Zone.

6.2.4 To protect public health and safety and to respect the rights and reasonable expectations of adjoining landowners, no outfitter will organize a river trip with the intent to be on the South Fork after sunset.

6.2.5 All outfitter boats used on the South Fork of the American River shall be identified by name or logo.

6.2.5.1 All inflatable and hard-shell craft operated by outfitters shall be subject to identification requirements.

6.2.5.2 The required boat identification standard is letters at least 6 inches high that can be easily read from either bank of the river at its widest point. Where

boat space is limited, letter size may be reduced, provided the name or logo must be readable from either bank of the river at its widest point.

6.2.5.3 Identification requirements also apply to boats that are borrowed from another outfitter. In such instances, the boat(s) borrowed will be marked and identified with the name or logo only of the company under whose permit it is operating. Identification will be to the same standard as specified above.

6.2.5.4 The identification of other items used by outfitters, such as jackets and paddles, is also strongly recommended. This will assist not only in lost and found situations but also when County staff are on the river taking commercial and non-commercial user day counts.

6.2.5.4.1 Adequate identification of all commercial boats used on the South Fork of the American River will be enforced by the County Parks and Trails Division.

6.2.5.4.2 Boat identification materials and methods shall be sufficient to withstand river conditions and shall remain firmly affixed and legible throughout the duration of the trip.

6.2.5.4.3 Safety kayaks do not require logos, but must stay with the trip while traveling downstream.

6.2.5.5 Boats being used for non-commercial trips (i.e. "private trips") must:

1) Have company logos completely covered or removed, or

2) Have 3 (three) "flags" attached to the raft. Flags must each be at least an 8" x 8" square of red, pink or orange durable material. Flags must be attached to the bow, and on each side near the logos.

6.2.6 County Operating Reports and Fees

6.2.6.1 To enforce the permit allocation system and to track outfitter's operational characteristics, the County requires that each outfitter provide the County an Operating Report for every month in which operations are conducted.

6.2.6.1.1 Operating Reports are mandatory for the months of March through October whether or not there are operations. If no river use was conducted for a specific month, outfitters are to submit a report marked, "No River Use This Month."

6.2.6.1.2 All Operating Reports must be submitted electronically no later than the 15th day of the month following the month of operations.

6.2.6.1.3 Where user day fees are received after the deadlines stipulated above, a late penalty charge will be added to the amount due. The

current late penalty amount is provided in Appendix C. The late penalty charge cannot be appealed.

6.2.6.1.4 It is a Class I violation to fail to deliver an Operating Report for any month of operation by the required deadline. Each 30 days thereafter the Operating Report is not received constitutes an additional Class I violation.

6.2.6.2 The following information is to be contained on each Operating Report:

1. Name of outfitter;
2. River Use Permit number month of report;
3. Designate day of each river trip, put-in, lunch, camping, and takeout areas;
4. List numbers of passengers and guests for each trip, number of crafts used.

6.2.6.3 Outfitter Fees Required

6.2.6.3.1 Application Fees – There shall be a fee associated with each full permit application. These fees or other fees will be sufficient to reimburse the County for administrative staffing and materials costs. Current permit application fees are provided in Appendix C.

6.2.6.3.2 River Management Fees – Each outfitter is required to submit a surcharge per passenger per user day, for each commercial passenger and guest that is transported on the river. The river use fees will be submitted each month, along with the monthly Operating Reports electronically. The current River Management Fee, as adopted by Board Resolution, is provided in Appendix C.

6.2.6.3.2.1 The County will assess the amount of the River Management Fee surcharge based on the cost of administration of management activities associated with the management of outfitters. The surcharge will be adequate to generate sufficient revenue to pay for County administrative costs associated with outfitters as well as administrative costs associated with activities that have shared or incidental benefits to private boaters. (See also, Element 10, Funding.)

6.2.7 Guide Requirements

6.2.7.1 At least one guide per trip, which needs not be the trip leader, shall have completed a swift water rescue training course. Approved courses shall include the American Canoe Association Level 4 Swiftwater Rescue course,

Rescue 3 International Swiftwater and Flood Rescue Technician course, or an equivalent course containing the elements of these courses, as approved by the County Parks and Trails Division. Courses taught by outfitters' in-house staff that meets these requirements may be deemed acceptable by the County Parks and Trails Division. Such in-house courses must be proposed in writing by outfitter to the County and conducted after the receipt of written approval from the County Parks and Trails Division. Each year, permitted outfitters shall submit a list of guides that meet swiftwater rescue training standards to County Parks and Trails Division by May 15 for the upcoming river season.

6.2.7.2 All guides will be required to review and sign a statement agreeing to comply with County River Safety and Etiquette standards. These will be made available upon request from the County.

6.2.7.3 El Dorado County will work with outfitters, landowners, Federal, State, and County staff to develop river guide operational standards, knowledge, and skill levels if problems caused by an obvious disregard or lack of knowledge are observed. These guidelines will be adopted as mandatory requirements by the County for all outfitters, area managers, and guides.

Recommended knowledge and skills include:

a. Emergency procedures, access, and evacuation;

b. Boat wrap/flip emergency procedures;

c. Communications;

d. Location of private property boundaries, approved rest areas, lunch stops, camping, put-in and take-out areas;

e. Governmental agencies, involvement and jurisdiction;

f. Boating skills (guide for a minimum of 3 Class III trips, various flow levels, boating type); and

g. Standard first aid and C.P.R. All guides shall be certified in standard first aid and C.P.R. Records of certification shall be maintained by the employer and shall be available for inspection by the County.

As a condition placed on the issuance of each outfitter's River Use Permit, guides are required to be fully knowledgeable and competent for items a., b., f., and g.

6.2.8 Outfitters will be required to carry a sweep kit, a repair kit, a first-aid kit and one extra personal floatation device for each group or trip.

6.2.9 Insurance, Business License, and Water Notice Requirements

6.2.9.1 Each outfitter shall have and maintain in force, bodily injury and liability

insurance.

6.2.9.1.1 Each insurance certificate must name the County of El Dorado, its officers and employees and the riparian owners along the South Fork of the American River as additional insureds, and comply with standard insurance requirements prescribed by the County Department of Risk Management.

6.2.9.1.2 The amounts and scope of required insurance coverages will be periodically reviewed by the County Department of Risk Management, and may be amended by resolution of the Board. Current minimum insurance requirements are provided in Appendix C.

6.2.9.2 Each outfitter is required by County ordinance and State and Federal law to have a valid El Dorado County Business License that must be renewed each year, and meet the requirements of Federal and State labor laws.

6.2.9.3 Water Notice – El Dorado County requires that each outfitter provide a water flow notice to their passengers who book trips on the South Fork.

6.2.9.3.1 The water notice shall read as follows: "Water flows in the South Fork American River result from releases from hydroelectric facilities located upstream. Such water releases are not subject to the control of El Dorado County or rafting companies operating under Permits from the County of El Dorado."

6.2.9.3.2 Outfitters shall determine the most appropriate means to notify their passengers; however, El Dorado County requires proof of this notice in the form of a brochure, booking confirmation notice, or other document.

6.2.10 Violations, Penalties, and Appeals

Outfitter violations are classified as Class I or Class II violations which result in varying degrees of penalty severity as prescribed below.

6.2.10.1 Violation Terminology

6.2.10.1.1 Class I violations include:

1. Violations of Quiet Zone requirements
2. Violations of the maximum group size limit
3. Operating after sunset
4. Violations of the boat marking requirements

5. Violations of the Operating Report submission requirements.

6. Violations of the land use requirements pursuant to the County Stream and River Boating Ordinance Section 5.48.060, including any unauthorized, non-emergency use of land along the river.

7. Exceeding approved permit capacities. (NOTE: In addition to the normal penalty fine for this violation, an additional penalty fee per passenger per user day may be assessed. The current additional penalty fee is provided in Appendix C.)

8. As determined by the River Program, violations of any requirements set forth in the River Management Plan or the County Ordinance Code that are not specified as Class II violations.

6.2.10.1.2 Class II violations include:

1. Improper sale, loaning, borrowing, or transfer of user days.

2. Violations of consolidation, transfer, and adjustment requirements for River Use Permits

3. Violations of insurance requirements

4. Fraudulent reporting of user day usage

6.2.10.2 A violation notice will be sent to the River Use Permit holder by certified mail, return receipt requested.

6.2.10.3 Penalty Schedule

6.2.10.3.1 For Class I Violations occurring in any single calendar year, the penalty schedule is provided in Appendix C.

6.2.10.3.2 Should an outfitter receive four violations in any one Class I category or six in any combination of Class I categories, a recommendation of suspension of the River Use Permit up to 10 consecutive days between Memorial Day and Labor Day may be considered.

6.2.10.4 Class I Violation Appeal Procedures – Class I Violations, if appealed, will follow the procedure below.

6.2.10.4.1 Within 10 days of receiving a violation notice, the outfitter may submit a written appeal request to County Parks and Trails Division.

6.2.10.4.2 County Parks and Trials Division will then submit said appeal with a recommendation to the County Parks and Trails Division Hearing Officer.

6.2.10.4.3 The County will notify the outfitter in writing of the date, time, and place at least 10 days in advance of the hearing.

6.2.10.4.4 The Hearing Office may sustain, reverse, or modify the violation notice. The decision on the appeal of the Hearing Officer will be final.

6.2.10.5 Class II Violation Appeal Procedures - the same appeal process will be followed as Class I violations other than the following:

6.2.10.5.1 The Hearing Office may suspend or revoke the River Use Permit. Any decision of the Hearing Officer may be appealed directly to the Board of Supervisors. Appeals must be made in writing and submitted to the Board Office. A fee is charged for each appeal.

6.2.10.5.2 There will be a stay on an appeal of the Hearing Officer decision to the Board.

6.2.10.5.3 Following submittal of the appeal application, the Board will schedule a hearing on the appeal, normally within 4 weeks. The Board may sustain, reverse, modify, or remand the Hearing Officer's decision.

6.2.10.6 Status of River Use Permits which are Denied or Revoked

6.2.10.6.1 Any River Use Permit which has been denied or revoked in any year may be reapplied for in the following year. This reapplication provision shall only be available the calendar year after the year the denial or revocation of the permit has occurred. The River Use Permit may only be approved if the conditions of denial or revocation have been resolved.

6.2.10.6.2 Where a River Use Permit has been revoked or denied and not reapplied for, the capacity of that permit shall revert to the County.

6.2.11 All outfitters are required to follow current food storage, food preparation, sanitation, and human waste guidelines established by the Environmental Management Division. Environmental Health Permits shall be obtained as required.

6.2.12 Falsification of any documentation will result in a mandatory hearing before County Parks and Trails Division, who may issue a warning, suspend or make a recommendation to revoke the River Use Permit.

Exhibit C
River Use Permits and User Day Allocations

RIVER USE PERMIT ALLOCATIONS

Updated: May 22, 2025

Abbreviation	Company	RUP	Weekend Allocation	Weekday Allocation	Total Weekend Guest	Total Weekday Guest	Flex Allocation
AWA	**Action Whitewater Adventure**	**63**	92	32	7	3	
		13	32	22	3	2	
		28	105	25	8	2	
		44	61	34	5	3	
		67	52	25	4	2	
		TOTAL:	342	138	27	11	
AWE	**American Whitewater Expeditions**	**45**	173	75	14	6	
		40	105	75	8	6	
		34	23	25	2	2	
		48	82	55	7	4	
		TOTAL:	383	230	31	18	
H2O	**H2O Adventures**	**72**	90	67	7	5	
		TOTAL:	90	67	7	5	
RRI	**River Runners**	**05**	84	65	7	5	
		TOTAL:	84	65	7	5	

County of El Dorado

330 Fair Lane, Building A
Placerville, California
530 621-5390
FAX 622-3645
www.edcgov.us/bos/

Master Report

File Number: 26-0182

***File ID #:**	26-0182	**Agenda Type:**	Agenda Item	**Status:**	Agenda Item
Version:	1	**Reference:**		**Gov Body:**	Planning Commission
Department:	Planning and Building			**Created:**	01/13/2026
Agenda Title:	02-26-26 PC Ranney Condo			**Final Action:**	

Title: Hearing to consider REZONE AND TENTATIVE PARCEL MAP, P25-0009, PD25-0004, Z25-0005, Ranney Condo Conversion request to:
1. Rezone from Multi-Unit Residential - Design Control (RM-DC) to Multi-Unit Residential - Planned Development (RM-PD-DC);
2. A development plan to convert an existing three (3) unit rental apartment complex into three (3) airspace condominium units with common areas under management of a homeowners' association (HOA);
3. A parcel map creating three (3) airspace condominium units on one (1) parcel consisting of approximately 0.21 acre (Exhibit F).

The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center (Exhibit A), submitted by Sean Ranney;

Staff recommends the Planning Commission forward a recommendation to the Board of Supervisors to take the following actions:
1. Determine that pursuant to CEQA Guidelines, find the project to be Categorically Exempt pursuant to Section 15301, Existing Facilities, and Section 15305, Minor Land Divisions; and
2. Approve Rezone (Z25-0005), Planned Development (PD25-0004) and Parcel Map (P25-0009) based on the Findings and subject to the Conditions of Approval as presented.

(Supervisorial District 5)

Notes:			
Code Sections:		**Agenda Date:**	02/26/2026
		Agenda Number:	3.
Sponsors:		::	
Attachments:	A - Staff Report, B - Findings, C - Conditions of Approval, D - Staff Report Exhibits A-F, E - Public Noticing UPDATED, F - Staff Presentation	::	

:: ::

Contact: Evan Mattes ::

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:

Text of Legislative File 26-0182

Hearing to consider REZONE AND TENTATIVE PARCEL MAP, P25-0009, PD25-0004, Z25-0005, Ranney Condo Conversion request to:
1. Rezone from Multi-Unit Residential - Design Control (RM-DC) to Multi-Unit Residential - Planned Development (RM-PD-DC);
2. A development plan to convert an existing three (3) unit rental apartment complex into three (3) airspace condominium units with common areas under management of a homeowners' association (HOA);
3. A parcel map creating three (3) airspace condominium units on one (1) parcel consisting of approximately 0.21 acre (Exhibit F).

The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center (Exhibit A), submitted by Sean Ranney;

Staff recommends the Planning Commission forward a recommendation to the Board of Supervisors to take the following actions:
1. Determine that pursuant to CEQA Guidelines, find the project to be Categorically Exempt pursuant to Section 15301, Existing Facilities, and Section 15305, Minor Land Divisions; and
2. Approve Rezone (Z25-0005), Planned Development (PD25-0004) and Parcel Map (P25-0009) based on the Findings and subject to the Conditions of Approval as presented.

(Supervisorial District 5)

DISCUSSION / BACKGROUND

Request to The County of El Dorado Planning Commission will hold a public hearing in the Planning Commission Hearing Room, 2850 Fairlane Court, Placerville, CA 95667 on February 12, 2026, at 8:30 a.m., to consider the following: Rezone, Development Plan and Tentative Parcel Map: P25-0009, PD25-0004, Z25-0005, Ranney Condo Conversion submitted by Sean Ranney to: 1. Rezone from Multi-Unit Residential - Design Control (RM-DC) to Multi-Unit Residential - Planned Development - Design Control (RM-PD-DC); 2.

A development plan to convert an existing three (3) unit rental apartment complex into three airspace condominium units with common areas under management of a homeowners' association (HOA); 3. A parcel map creating three airspace condominium units on one parcel consisting of approximately 0.21 acre. The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center, Supervisorial District 4. (County Planner: Evan Mattes, email: Evan.Mattes @edcgov.us) (Categorical or Statutory Exemption pursuant to Sections 15301 and 15305 of the CEQA Guidelines).

EL DORADO COUNTY
PLANNING AND BUILDING DEPARTMENT
PLANNING COMMISSION
STAFF REPORT

Agenda of: February 26, 2026

Item No.: 3

Staff: Evan Mattes

REZONE AND TENTATIVE PARCEL MAP

FILE NUMBERS: P25-0009, PD25-0004, Z25-0005, Ranney Condo Conversion

APPLICANT/OWNER: Sean Ranney

AGENT: Hogan Land Services Inc., Danielle Keenan

REQUEST:

1. Rezone from Multi-Unit Residential – Design Control (RM-DC) to Multi-Unit Residential – Planned Development (RM-PD-DC).

2. A development plan to convert an existing three (3) unit rental apartment complex into three (3) airspace condominium units with common areas under management of a homeowners' association (HOA).

3. A parcel map creating three (3) airspace condominium units on one (1) parcel consisting of approximately 0.21 acres (Exhibit F).

LOCATION: On the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center (Exhibit A).

SUPERVISOR DISTRICT: 5

APN: 101-284-009-000 (Exhibit C)

ACREAGE: 0.21 Acres

GENERAL PLAN: Multifamily Residential (MFR) (Exhibit D)

CURRENT ZONING: Multi-Unit Residential-Design Control (RM-DC) (Exhibit E)

PROPOSED ZONING: Multi-Unit Residential-Planned Development (RM-PD-DC)

ENVIRONMENTAL DOCUMENT: Categorically exempt pursuant to Section 15301 and 15305 of the California Environmental Quality Act (CEQA) Guidelines.

RECOMMENDATION: Staff recommends the Planning Commission forward a recommendation to the Board of Supervisors to take the following actions:

1. Determine that pursuant to CEQA Guidelines, find the project to be Categorically Exempt pursuant to Section 15301, Existing Facilities, and Section 15305, Minor Land Divisions; and

2. Approve Rezone (Z25-0005), Planned Development (PD25-0004) and Parcel Map (P25-0009) based on the Findings and subject to the Conditions of Approval as presented.

EXECUTIVE SUMMARY

This proposal would result in three (3) residential condominium units. A zone change, parcel map, and development plan are necessary to allow for the subdivision of three (3) parcels (units) and one (1) common area within an existing multi-unit two-story development. The rezone would add the PD overlay to allow zoning setback flexibility so that the new units could meet County standards. The project site is fully developed, and the resultant parcel map would not increase development potential. The condominium units would continue site access from Spruce Ave.

PROJECT BACKGROUND

The subject parcel, in its current 0.21-acre configuration, was created by the Pollock Pines Subdivision in 1937. The existing triplex residential development, including associated grading, access driveway from Spruce Avenue, was constructed in 1984. Since then, the triplex has been utilized as a rental property.

PROJECT DESCRIPTION

This project is a Rezone, PD and Tentative Parcel Map. The zone change from RM-DC to RM-PD-DC, would add the PD overlay to enable flexible development standards to allow for the

subdivision within an existing multi-unit two-story development. Unit 1 would be 1,095 sq ft, Unit 2 would be 944 sq ft, and Unit 3 would be 1,001 sq ft. Each parcel includes the entirety of each existing unit and outdoor patio/deck. Other onsite amenities such as parking and laundry areas would be included within the 0.18-acre common parcel. Unit 1 is located on the ground floor of the existing complex with Units 2 and 3 being located on the second story. Second story parcels are commonly referred to as "air space" parcels. The project site would continue to take access off Spruce Ave. There would be no increase of use. Existing parking facilities would continue to be consistent with RM standards. The subject parcel is served by Pacific Gas and Electric (PG&E) for electric and gas and El Dorado Irrigation District (EID) water with existing septic facilities. The PD utilizes flexible development standards to allow for the creation of the new parcels below the 2,000 sq ft minimum lot size requirement and to allow for a 0-foot setback, within the condominium project.

STAFF ANALYSIS

General Plan Consistency:

The project is consistent with all applicable General Plan policies including Policy 2.2.1.2. (High-Density Residential Land Use Designation), Policy 2.2.5.2 (General Plan Consistency), Policy 2.2.5.21(Compatibility with Adjoining Land Uses), Policy 5.1.2.1 (Adequacy of Public Services and Utilities), Policy 5.2.1.2 (Adequate Quantity and Quality of Water for all Uses, Including Fire Protection), Policy 5.7.2.1 (Fire Protection in Rural Regions and Rural Centers), Policy 6.2.3.2 (Adequate Access for Emergencies), Policy 7.4.4.4 (impacts to oak resources), and Policies TC-Xa through TC-Xi (Transportation and Circulation Element). Staff has determined that the project is consistent with these polies and related requirements in the El Dorado County General Plan, as discussed in more detail in Section 2.0 of the Findings section below.

Zoning Ordinance Consistency:

Staff has determined that the proposed project, as conditioned, is consistent with all applicable standards and requirements of Title 130 of the County Ordinance Code (Zoning Ordinance). The subject parcel is currently zoned RM-DC and the proposal includes a rezone request to RM-PD. The establishment of -PD overlay is to allow for the utilization of flexible development standards. To allow for the condominium parcel map, the setbacks would be reduced to 0 feet and the minimum lot size would be reduced to 944 sq ft. The project has been analyzed in accordance with all applicable development standards for the RM zone district. As proposed, the resultant parcels will conform with the applicable development standards of the RM zone, with the approval of the Development Plan.

County Subdivision Ordinance:

Staff has determined the project is consistent with all applicable standards and requirements of the

County Subdivision Ordinance (Title 120 of the County Ordinance Code) for Tentative Parcel Maps including consistency with the General Plan, consistency with zoning regulations and the Minor Land Division Ordinance, and consistency with other specific findings for subdivision map approval. Such findings include documentation that the site is physically suitable for the proposed type and density of development and documentation that the proposed subdivision is not likely to cause substantial environmental damage. Further details are discussed in the Findings section below.

Public and Agency Comments:
The project was distributed to all applicable public agencies and organizations for review and comment including the County Department of Transportation (DOT), the County Environmental Management Department (EMD), EID, El Dorado County Sheriff's Office, the County Surveyor's Office, and El Dorado County Fire Protection District (EDCFPD). None of these agencies had any significant issues or concerns regarding the project. Comments received have been considered and if applicable, incorporated as Conditions of Approval from each of the agencies listed above. To date, no public comments have been received for the project.

Environmental Review:
The Project has been found Categorically Exempt pursuant to Section 15301 (Class 1; Existing Facilities) and 15305 (Class 5; Minor Alterations in Land Use Limitations) of the CEQA Guidelines. The Class 1 exemption consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing of former use. The Class 5 exemption consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density.

The proposed three (3) lot and one (1) common lot condominium conversion of an existing triplex would not result in an expansion of an existing or former use. The project site is currently developed and is on a grade less than 20%. The applicant may, in accordance with CEQA Guidelines Section 15062, initiate a 35-day statute of limitations on legal challenges to the County's decision that the project is exempt from CEQA. The applicant may submit a $50.00 recording fee within 48 hours of project approval to the Planning Division in order for the County Recorder to file the Notice of Exemption.

Public Outreach:
Pursuant to California State Government Code Section 66427.1(2)(A), the tenants of the proposed condominium project shall receive written notification 60 days prior to the filing of a tentative map. The project applicant provided written notification, to tenants, in the format identified in California State Government Code Section 66452.18, 60 days prior to applying for the

condominium conversion project.

Additionally, tenants shall receive written notification of the property owner's intention to convert existing residential units to condominium units 180-days prior to termination of tenancy due to the conversion or proposed conversion. This notification may not occur prior to local authority approval of a tentative map. Tenants shall receive a notice of an exclusive right to contract for the purchase of their respective unit upon the same terms and conditions that the unit will be initially offered to the general public or terms more favorable to the tenant. The exclusive right to purchase shall run for a period of not less than 90 days from the date the subdivision public report is issued. These State notification requirements are to be completed by the project applicant after approval of the tentative map, and prior to recordation of the parcel map.

No formal public outreach was conducted by the County, and a public outreach plan was not required for this project pursuant to the County Zoning Ordinance. However, the project was duly noticed per County Code Section 130.52.030 with a public notification range of 1,000 feet and a legal advertisement was published in applicable local newspapers.

SUPPORT INFORMATION

Attachments to Staff Report:

Findings
Conditions of Approval

Exhibit A.....Vicinity Map
Exhibit B.....Aerial Map
Exhibit C.....Assessor's Parcel Map
Exhibit D.....General Plan Land Use Map
Exhibit E.....Zoning Map
Exhibit F.....Tentative Parcel Map

\\CDAData\DS-Shared\DISCRETIONARY\Z\2023\Z23-0002, P23-0003 Falco Zone Change and Parcel Split_PC

FINDINGS

Tentative Parcel Map P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Planning Commission/February 12, 2026

1.0 CEQA FINDINGS

1.1 The Project, (P25-0009, PD25-0004, Z25-0005) has been found Categorically Exempt pursuant to Section 15301 (Class 1, Minor Existing Facilities), and 15305 (Class 5, Minor Alterations in Land Use Limitations), of the California Environmental Quality Act (CEQA) Guidelines. As proposed, the project is consistent with this exemption classifications under CEQA. Furthermore, the project does not qualify for any of the exceptions to the categorical exemptions to exemptions found in CEQA Guidelines Section 15300.2.

Exception (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. The project location is not environmentally sensitive; therefore, this exception does not apply.

Exception (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. The proposed project does not anticipate further development. Therefore, this exception does not apply.

Exception (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. There are no unusual circumstances at the location of this proposed project; therefore, this exception does not apply.

Exception (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified Environmental Impact Report (EIR). The proposed project is not within a scenic highway corridor; therefore, this exception does not apply.

Exception (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to

Section 65962.5 of the Government Code. The proposed project location is not considered a hazardous waste site; therefore, this exception does not apply.

Exception (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. The location of the proposed project on the subject site does not include historical resources. Therefore, this exception does not apply.

1.2 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Planning and Building Department, Planning Division, at 2850 Fairlane Court, Placerville, CA, 95667.

1.3 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Planning and Building Department, Planning Division, at 2850 Fairlane Court, Placerville, CA, 95667.

1.0 GENERAL PLAN FINDINGS

2.1 **The project is consistent with General Plan Policy 2.2.1.2.**

General Plan Policy 2.2.1.2 states that the purpose of the Multifamily Residential (MFR) land use designation identifies those areas suitable for high-density, single family and multifamily design concepts such as apartments, single-family attached dwelling units, and small-lot single-family detached dwellings subject to the standards set for in the Zoning Ordinance and which meet the minimum allowable density. Lands identified as MFR shall be in locations with the highest degree of access to transportation facilities, shopping and services, employment, recreation and other public facilities. The minimum allowable density is five (5) dwelling units per acre, with a maximum density of 24 dwelling units per acre. Lands designated as MFR are considered appropriate only within Community Regions and Rural Centers.

Rationale: The proposed project is located in the Pollock Pines Rural Center, with a land use designation of MFR and is surrounded by MFR lands on all sides. The proposed project does not propose any change in the land use designation of the site and does not propose to install infrastructure beyond that needed to serve the proposed parcels and the existing residential units. The proposed project is consistent with this policy.

2.2 **The project is consistent with General Plan Policy 2.2.5.2.**

This policy requires that all applications for discretionary projects or permits shall be reviewed to determine consistency with the policies of the General Plan.

Rationale: The requested Rezone and Tentative Parcel Map are consistent with applicable General Plan policies as discussed in the Findings. The project is consistent with this policy.

2.3 **The project is consistent with General Plan Policy 2.2.5.21.**

General Plan Policy 2.2.5.21 requires that development projects be located and designed in a manner that avoids incompatibility with adjoining land uses.

Rationale: The project site is developed with a three-unit residential complex and associated accessory improvements. The adjoining properties to the west, east and south are zoned Multi-Unit Residential-Design Control (RM-DC) with properties to the north being zoned Limited Commercial-Design Control (CL-DC). The property is surrounded by a mix a multi-unit and single-unit residential uses. The project has been located and designed to be compatible with adjoining land uses. The project is consistent with this policy.

2.4 **The project is consistent with General Plan Policy 2.2.5.3.**

Policy 2.2.5.3 requires that the County evaluate future rezoning: (1) To be based on the General Plan's general direction as to minimum parcel size or maximum allowable density; and (2) To assess whether there are changes in conditions that would support a higher density or intensity zoning district. The specific criteria to be considered include, but are not limited to, the following 19 criteria:

Rationale: The proposed project is consistent with all 19 criteria of this policy as described below.

1. Availability of an adequate public water source or an approved Capital Improvement Project to increase service for existing land use demands;

   Rationale: El Dorado Irrigation District (EID) has reviewed the project and confirmed that there is adequate water supply for the existing residential needs.

2. Availability and capacity of public treated water system;

Rationale: EID reviewed the project and confirmed that there is adequate capacity of the public treated water system to serve the existing residences.

3. Availability and capacity of public wastewater treatment system;

   Rationale: The entire Rural Center of Pollock Pines is on private septic systems. The project was reviewed by El Dorado County's Environmental Management Department (EMD) for consistency with private wastewater systems standards. No concerns or additional conditions were received.

4. Distance to and capacity of the serving elementary and high school;

   Rationale: The proposed project would allow three (3) condominium parcels and one (1) common lot parcel within an existing thee (3) unit residential development. The Initial Consultation Notice was provided to the Pollock Pines and El Dorado School Districts, and no comments or concerns were received.

5. Response time from nearest fire station handling structure fires;

   Rationale: The El Dorado County Fire Protection District (EDCFPD) reviewed the project and provided comments which are included as Conditions of Approval.

6. Distance to nearest Community Region or Rural Center;

   Rationale: The project parcel is located within the Pollock Pines Rural Center.

7. Erosion hazard;

   Rationale: No grading or development is proposed as a part of this application. Erosion hazard review would be a part of any future development applications.

8. Septic and leach field capability;

   Rationale: The project does not propose new private septic sanitation systems.

9. Groundwater capability to support wells;

   Rationale: The project does not propose any private wells. All parcels would be connected to existing EID infrastructure for water service.

10. Critical flora and fauna habitat areas;

Rationale: The project site is currently developed and is not located within an Important Biological Corridor (IBC). No new development is anticipated as part of project implementation.

11. Important timber production areas;

Rationale: The project site is currently developed and is not located within a Forest Resource or Agricultural Zone. No new development is anticipated as part of project implementation. There would be no impact to a timber production area.

12. Important agricultural areas;

Rationale: The project site is not located within or adjacent to an agricultural zone or district. There would be no impact to an important agricultural area.

13. Important mineral resource areas;

Rationale: The project site is not located within a mineral resource area. There would be no impact to a mineral resource area.

14. Capacity of the transportation system serving the area;

Rationale: El Dorado County Department of Transportation (DOT) reviewed the project and completed review of the Transportation Impact Study Initial Determination form (TIS-ID) and determined the project would not impact the capacity of the transportation system serving the area.

15. Existing land use pattern;

Rationale: The project site is surrounded by Commercial (C) and MFR zoned areas and would remain consistent with the expected uses for the Pollick Pines Rural Center. The project would not result in new development.

16. Proximity to perennial water course;

Rationale: No perennial water courses have been identified on the subject parcel or in the vicinity of the project.

17. Important historical/archeological sites;

Rationale: There are no known historical or archaeological sites in the project vicinity. The project would not result in any new development. Standard protective measures are included as Conditions of Approval.

18. Seismic hazards and presence of active faults; and

Rationale: There are no known active faults or extraordinary seismic hazards in the vicinity of the project.

19. Consistency with existing Conditions, Covenants, and Restrictions (CC&Rs).

Rationale: No CC&Rs exist for the subject parcel. However, the project has been conditioned to incorporate this document prior to parcel recordation.

2.5 **The project is consistent with General Plan Policy 5.1.2.1**

General Plan Policy 5.1.2.1 requires a determination of the adequacy of the public services and utilities to be impacted by that development.

Rationale: The project was submitted for review by the EDCFPD, DOT, EMD, and EID for adequate public services and utilities. No comments regarding concerns about public services or utility impacts were received. Electric service is currently provided by Pacific Gas and Electric (PG&E) and there would be no change to existing service as part of the project. As proposed and conditioned, the project is consistent with this policy.

2.6 **The project is consistent with General Plan Policy 5.1.2.2.**

General Plan Policy 5.1.2.2 requires adequate levels of public services be provided to new discretionary development, including quantity and quality of water and adequate fire protection services.

Rationale: The project was distributed to affected public service agencies and organizations serving the project parcel including EDCFPD, DOT, EMD, and EID. No comments regarding concerns about quality or quantity of water and adequate fire protection services or other public services were received. As proposed and conditioned, the project is consistent with this policy.

2.7 **The project is consistent with** G**eneral Plan Policy 5.2.1.2.**

General Plan Policy 5.2.1.2 states that an adequate quantity and quality of water for all uses, including fire protection, shall be provided for with discretionary development.

Rationale: The project was reviewed by EID and EDCFPD for adequate supply for all uses. Neither agency indicated that emergency water supply was not available to serve the project. Water supply and conveyance facilities are currently available and sufficient to supply emergency water supply to the proposed parcels. The project is consistent with this policy.

2.8 **The project is consistent with General Plan Policy 5.7.2.1.**

General Plan Policy 5.7.2.1 (Fire Protection in Rural Regions and Rural Centers) requires that prior to approval of new development, the responsible fire protection district shall be requested to review all applications to determine the ability of the district to provide protection services. The ability to provide fire protection to existing development shall not be reduced below acceptable levels as a consequence of new development. Recommendations such as the need for additional equipment, facilities, and adequate access may be incorporated as conditions of approval.

Rationale: The project was distributed to EDCFPD for review and no comments were received concerning the ability to provide required services to the project site or to ensure services will not be reduced below acceptable levels as a result of project approval. The project, as proposed and conditioned, is consistent with this policy.

2.9 **The project is consistent with General Plan Policy 6.2.2.2.**

General Plan Policy 6.2.2.2 (High and Very High Fire Zone Development Limitations) precludes development in areas of high and very high wildland fire hazard or in areas identified as wildland-urban interface (WUI) communities within the vicinity of Federal lands that are a high risk for wildfire unless such development can be adequately protected from wildland fire hazard, as demonstrated in a WUI Fire Safe Plan prepared by a qualified professional as approved by the El Dorado County Fire Prevention Officers Association. The WUI Fire Safe Plan shall be approved by the local Fire Protection District having jurisdiction and/or California Department of Forestry and Fire Protection.

Rationale: The EDCFPD has waived the requirement for a WUI Fire Safe Plan for this project as the site is currently developed. The project is consistent with this policy.

2.10 **The project is consistent with General Plan Policy 6.2.3.2.**

General Plan Policy 6.2.3.2 (Adequate Access for Emergencies) requires the applicant demonstrate that adequate access exists, or can be provided to ensure that emergency vehicles can access the site and private vehicles can evacuate the area.

Rationale: The project was distributed to the EDCFPD for review and no comments were received concerning the ability to provide required services to the project site or to ensure services will not be reduced below acceptable levels as a result of project approval. The project, as proposed, is consistent with this policy.

2.11 **The project is consistent with General Plan Policy 7.4.4.4.**

General Plan Policy 7.4.4.4 requires all new non-exempt development projects that would result in impacts to oak resources to be mitigated in accordance with the standards of the Oak Resources Management Plan (ORMP).

Rationale: No oak trees will be removed or impacted as no development is being proposed as a part of the project. The project, as proposed, is consistent with this policy.

2.12 **The project is consistent with General Plan Policy TC-Xa**

(1) Traffic from residential development projects of five (5) or more units or parcels of land shall not result in, or worsen, Level of Service (LOS) 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.

Rationale: The project would create three (3) residential condominium conversion parcels; therefore, this policy does not apply.

(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 from the original Table TC-2 of the 2004 General Plan that are allowed to operate at LOS F without first getting the voter's approval.

Rationale: This policy is not applicable to the project ass the project is not requesting any modifications to Table TC-2.

(3) and (4). Intentionally blank as noted in the General Plan.

(5) The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.

Rationale: This policy is not applicable as the project as the project is not requesting the County create an Infrastructure Financing District.

(6). Intentionally blank as noted in the General Plan.

(7) Before giving approval of any kind to a residential development project of five (5) 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.

Rationale: The project would create three (3) residential condominium conversion parcels; therefore, this policy does not apply.

2.13 **The project is consistent with General Plan Policy TC-Xb**

Policy TC-Xb ensures that potential development in the County does not exceed available roadway capacity.

Rationale: This policy is not applicable to this project as this policy refers to the County preparing a Capital Improvement Program (CIP), preparing a Traffic Impact Mitigation (TIM) Fee Program, and monitoring traffic volumes.

2.14 **The project is consistent with General Plan Policy TC-Xc**

Policy TC-Xc directs that developer paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development.

Rationale: This policy is not applicable to this project as this policy directs how the County will pay for building necessary road capacity.

2.15 **The project is consistent with General Plan Policy TC-Xd**

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 Table TC-2 shall not exceed the ratio specified in that table. LOS 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 judgement 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.

Rationale: This project will not worsen (as defined by General Plan Policy TC-Xe) LOS for any County-maintained road or State highway.

2.16 **The project is consistent with General Plan Policy TC-Xe**

For the purposes of this Transportation and Circulation Element, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

A. A two-percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or

B. The addition of 100 or more daily trips, or

C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Rationale: This project will generate fewer than ten trips in the peak hour, and fewer than 100 daily trips. The thresholds in criteria A, B, and C of this policy are not met.

2.17 **The project is consistent with General Plan Policy TC-Xf**

At the time of approval of a tentative map for a single family residential subdivision of five (5) or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain LOS standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County's 10-year CIP.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain LOS standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

Rationale: The project would create three (3) residential condominium conversion parcels; therefore, this policy does not apply.

2.18 **The project is consistent with General Plan Policy TC-Xg**

Each development project shall dedicate right-of-way, design and construct or fund any improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. This policy shall remain in effect indefinitely unless amended by voters.

Rationale: This policy is not applicable to this project as the project does not worsen traffic conditions.

2.19 **The project is consistent with General Plan Policy TC-Xh**

All subdivisions shall be conditioned to pay the traffic impact fees in effect at the time a building permit is issued for any parcel created by the subdivision.

Rationale: This project is developed and would not be required to pay additional traffic impact fees, unless future dwelling units were to be constructed; therefore, the project is consistent with this policy.

2.20 **The project is consistent with General Plan Policy TC-Xi**

General Plan TC-Xi directs the County to coordinate and work with other agencies to plan for the widening of U.S. Highway 50.

Rationale: This policy is not applicable to the project as it is direction to the County to coordinate with other agencies, and the project does not include any U.S.

Highway 50 capacity enhancements.

3.0 ZONING FINDINGS

3.1 **The project is consistent with Section 130.24.030.**

Section 130.24.030 (Residential Zone Development Standards/RM Zone Development Standards) prescribes site-specific development standards for new parcels, allowed uses and associated structures within the RM zone district.

Rationale: The project, as designed and conditioned, is consistent with the Zoning Ordinance because with the approval of the development plan the parcels have been designed to comply with the RM development standards as provided within Section 130.24.030.

3.2 **The project is consistent with Section 130.28.050.B.1**

Section 130.28.050.B.1 states that condominium conversions are exempt from the development plan open space requirements.

Rationale: The project is a condominium conversion.

3.3 **The project is consistent with Section 130.28.070.**

Section 130.28.070 (Condominium Conversions) requires for condominium conversions to meet the following requirements:

A. Conformance with all applicable standards of Chapter 110.16 (Uniform Building Code of Title 110 (Buildings and Construction) in the County Code of Ordinances;

Rationale: The project site was developed in 1986 under Building Permit 46396. As part of permit processing the project was sent to the El Dorado County Building Department for review. No comments or concerns were brought forward.

B. All private streets driveways, walkways, parking areas, landscape areas, storage areas, utilities, open space, recreational facilities, drainage facilities, and other infrastructure and improvements not dedicated to a public entity shall be maintained by the property owners and incorporated in the Covenants, Conditions & Restrictions (CC&Rs) for the

project;

Rationale: The project has been conditioned to incorporate this requirement.

C. The units shall be individually metered or provisions contained in the CC&Rs to provide for a single meter billed to the property owners association;

Rationale: The project has been conditioned to incorporate this requirement.

D. Applications for conversion of a multi-unit residential dwellings shall be reviewed by the Public Housing Authority for a determination of the impact of the project on the availability of affordable housing stock and a recommendation on options for preserving said housing stock;

Rationale: The project has been reviewed by the local Public Housing Authority and determined that the project would not have impact on existing housing stock.

E. Multi-unit residential dwellings shall not be converted to a condominium, stock cooperative, or timeshare until the following time periods have expired:
    a. 10 years from the date of issuance of the certificate of occupancy for the affected building that was not income restricted; or
    b. 20 years from the date of issuance of the certificate of occupancy for building(s) for which density bonuses were granted incompliance with Chapter 130.31 (Affordable Housing Requirements and Incentives), or that contain any units restricted to households earning 120 percent or less of the area median family income.

Rationale: The certificate of occupancy for the building was issued over 20 years ago in 1986.

F. Notice to the California Department of Housing and Community Development and the existing tenants shall be provided, in compliance with California Government Code Section 66427.1, at least two years prior to the conversion of any affordable residential housing units which met any of the following criteria at the time of construction;
    a. The units were built with the aid of government funding;
    b. The project was granted an affordable housing density bonus in compliance with Chapter 130.31 (Affordable Housing Density Bonus) in Article 3 (Site Planning and Project Design Standards) of this Title; or

c. The project received other incentives based on the inclusion of the affordable housing.

Rationale: The project was not built using government aid and was not granted affordable housing density bonus.

4.0 PARCEL MAP FINDINGS

The Subdivisions Ordinance Section 120.44.030 (Findings Requiring Disapproval) requires the approving authority not approve a tentative map if the approving authority makes any of the following findings:

4.1 **That the proposed map is not consistent with applicable General and Specific Plans (Section 120.44.030(A)).**

Rationale: The project proposes to create three (3) multi-unit parcels and one (1) common parcel from an approximately 0.21-acre parcel. The resulting parcels would be as follows: 1095 sq ft (Parcel 1), 944 sq ft (Parcel 2), and 1001 sq ft (Parcel 3). The subject parcel is in the Pollock Pines Rural Center. The General Plan Land Use Designation for the parcel is MFR. The proposed Tentative Parcel Map has been found consistent with all applicable General Plan policies as set forth in Finding Section 2.0.

4.2 **That the design or improvement of the proposed division is not consistent with applicable General and Specific Plans (Section 120.44.030(B)).**

Rationale: The design or improvement of the proposed Tentative Parcel Map has been found to be consistent with all applicable General Plan policies as set forth in Finding 2.0 and as described in Finding 4.1 above.

4.3 **That the site is not physically suitable for the type of development (Section 120.44.030(C)).**

Rationale: The project is consistent with the allowed uses in the RM zone. With the approval of PD25-0009, the proposed parcels will meet the required development standards of the RM zone district and therefore, the site is physically suitable for the type of development proposed.

4.4 **That the site is not physically suitable for the proposed density of development (Section 120.44.030(D)).**

Rationale: The project, as proposed, is consistent with the density requirements of the RM zone.

4.5 **That the design of the division of the proposed improvements are likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat (Section 120.44.030(E)).**

Rationale: The project site is currently developed, with the project consisting of a condominium conversion map. The Project has been found Categorically Exempt pursuant to Section 15301 (Class 1; Existing Facilities) and 15305 (Class 5; Minor Alterations in Land Use Limitations) of the CEQA Guidelines.

4.6 **That the design of the division or type of improvements is likely to cause serious public health hazards (Section 120.44.030(F)).**

Rationale: The project has been reviewed by all applicable County departments and local agencies for compliance with health and safety regulations, including DOT, EDCFPD, EID, PG&E, EMD, County Air Quality Management District (AQMD), and the Planning Division. As proposed and conditioned, all departments and agencies have determined the subdivision design and improvements will conform to all applicable health and safety regulations, and the project will not cause serious public health hazards.

4.7 **That the design of the division or the improvements are not suitable to allow for compliance of the requirements of Public Resources Code Section 4291(Section 120.44.030(G)).**

Rationale: The proposed subdivision and associated improvements have been reviewed and approved by EDCFPD as suitable to allow for compliance with Public Resources Code § 4291, applying to vegetative clearances and related fire protection measures to protect existing structures.

4.8 **That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. In this connection, the approving authority may approve a map if it finds that alternate easements for access or use will be provided and that these will be substantially equivalent to ones previously acquired by the**

public. This subsection shall apply only to easements of record or to easements established by judgement of a court of competent jurisdiction and no authority is granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision (Section 120.44.030.H).

Rationale: Preliminary subdivision plans, and easement documentation has been reviewed by the County Surveyor's Office staff for potential conflicts with existing or proposed easements, and no conflicts have been found on the project parcel. To further ensure no potential easement conflicts will occur on the site, the County Surveyor's Office staff will conduct a final easement review of the proposed parcels, as a part of standard procedure, prior to recordation of the final map.

5.0 CALIFORNIA STATE GOVERNMENT CODE

5.1 California State Government Code Section 66427.1.(a) requires that the Board shall not approve a final map for a subdivision for the conversion of residential real property into a condominium project, a community apartment project, or a stock cooperative project, unless if finds that written notification, pursuant to Section 66452.18, of intention to convert, provided at least 60 days prior to the filing of a tentative map pursuant to Section 66452.

Rationale: The project applicant provided tenants of written notification, in the format specified by Section 66452.18 of the intention to convert real property into a condominium project. Written notification was given 60 days prior to application submittal. All other State notification requirements are to be made after approval of the tentative map, but prior to finaling or recordation of the parcel.

CONDITIONS OF APPROVAL

Tentative Parcel Map P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Planning Commission/February 12, 2026

1. This Tentative Parcel Map is based upon and limited to compliance with the project description, Conditions of Approval set forth below, and the hearing exhibits marked:

   Exhibit F.....Tentative Parcel Map

   The project description is as follows:

   This project is a Rezone, Planned Development and Tentative Parcel Map that would result in a zone change from a zoning of Multi-Unit Residential – Design Control (RM-DC) to Multi-Unit Residential – Planned Development (RM-PD-DC),which utilizes flexible development standards under a development plan to allow for the subdivision of three (3) parcels (units) and one (1) common area lot within an existing multi-unit two-story development. Unit 1 would be 1,095 sq ft, Unit 2 would be 944 sq ft and Unit 3 would be 1,001 sq ft. Each parcel includes the entirety of each existing unit and outdoor patio/deck. Other onsite amenities such as parking and laundry areas would be included within the 0.18 acre common parcel. Unit 1 is located on the ground floor of the existing complex with Units 2 and 3 being located on the second story. The project site would continue to take access off Spruce Ave. There would be no increase of use. Existing parking facilities would continue to be consistent with RM standards. The subject parcel is served by Pacific Gas and Electric (PG&E) for electric and gas and El Dorado Irrigation District (EID) water with existing septic facilities. The Development Plan utilizes flexible development standards to allow for the creation of the new parcels below the 2,000 sq ft minimum lot size requirement and to allow for a 0 foot setback, within the condominium project.

   The development, use, and maintenance of the property, the size, shape and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and Conditions of Approval below. The property and any portions thereof shall be sold, leased, or financed in compliance with this project description and the approved hearing exhibits and Conditions of Approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the County. Any deviations from the project description, exhibits, or Conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above-described approval would constitute a violation of permit approval.

Planning Division

2. **Permit Time Limits:** This Tentative Parcel Map shall expire 36-months from the date of approval unless a timely extension has been filed consistent with Section 120.74.020 (Expiration Period of Approved or Conditionally Approved Maps) of the Subdivision Ordinance.

3. **Covenants, Conditions, and Restrictions (CC&R's):** Concurrently with parcel map recordation, the project shall record CC&R's with a homeowners' maintenance agreement, to include but not limited to those requirements under Section 130.28.070 of the County Code.

4. **Notification:** Pursuant to California State Government Code Section 66427.1(2)(E), the property owner shall provide each tenant written notice of intention to convert, prior to termination of tenancy due to conversion. This notice shall be given 180 days prior to recordation of the parcel map, but not before approval of the project. The applicant shall provide the Planning and Building Department notarized copies of notification prior to parcel map recordation.

5. **Indemnity:** In the event of any legal action instituted by a third party challenging the validity of any provision of this approval, the developer and landowner agree to be responsible for the costs of defending such suit and shall hold County harmless from any legal fees or costs County may incur as a result of such action.

   The developer and landowner shall defend, indemnify, and hold harmless El Dorado County and its agents, officers, and employees from any claim, action, or proceeding against El Dorado County or its agents, officers, or employees to attack, set aside, void, or annul an approval of El Dorado County concerning a Parcel Map.

   The County shall notify the applicant of any claim, action, or proceeding, and the County shall cooperate fully in the defense.

6. **Archaeological Resources:** In the event of future development, the following language will be incorporated on any grading or building permit plans: In the event that archaeological resources are discovered during grading and construction activities, the applicant shall ensure that all such activities cease within 50 feet of the discovery until an archaeologist can examine the find in place. If the find is determined to be a "unique archaeological resource", contingency funding, and a time allotment sufficient to allow

recovering an archaeological sample or to employ one of the avoidance measures may be required under the provisions set forth in Section 21083.2 of the Public Resources Code. Construction work could continue on other parts of the project site while archaeological mitigation takes place.

7. **Human Remains:** In the event of future development, the following language will be incorporated on any grading or building permit plans: In the event of the discovery of human remains, all work shall cease, and the County coroner shall be immediately notified pursuant to subdivision(c) of Section 7050.5 of the Health and Safety Code and Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two (2) working days from the time the person responsible for the excavation, or in his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendant of the deceased Native American.

   Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in Section 5097.98 of the Public Resources Code, with the most likely descendants regarding their recommendations. The descendants shall complete their inspection and make their recommendation within 48 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials or other proper method(s) for handling the remains in accordance with Section 5097.98(b-h). Any additional costs as a result of complying with this section shall

be borne by the project applicant. Grading and construction activities may resume after appropriate measures are taken.

El Dorado County Surveyor's Office

8. Upon project approval from the Planning Division, a Parcel Map Package will need to be submitted with the County Surveyor's Office.

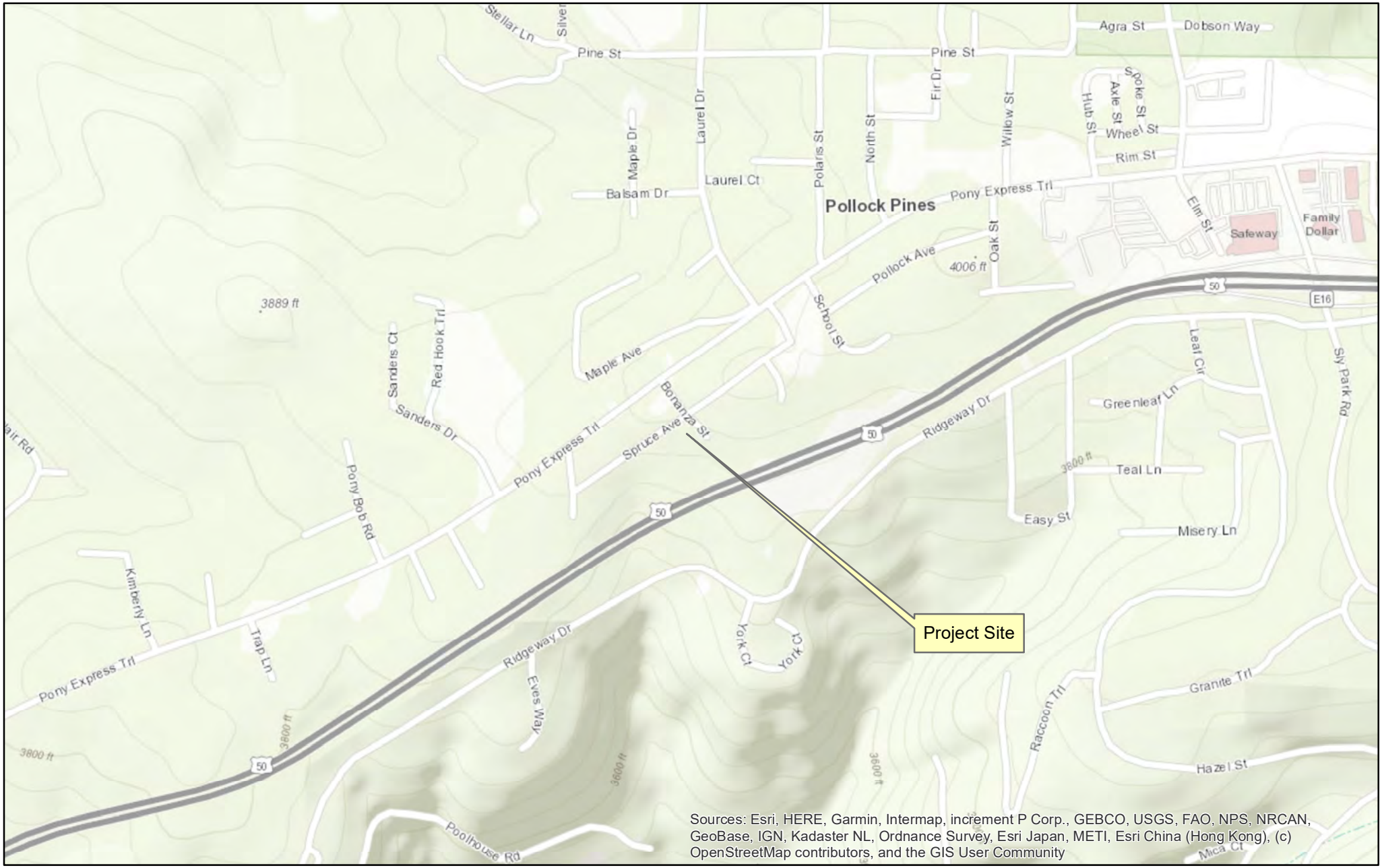
9. All survey monuments must be set prior to filing the Parcel Map or the developer shall have surety of work to be done by bond or cash deposit. Verification of set survey monuments and the amount of the bond or deposit to be coordinated with the County Surveyor's Office prior to the filing of the Parcel Map.

10. All boundary monuments disturbed during project construction shall be reset by a Professional Land Surveyor or Qualified Engineer as defined by Section 8771 of the California Business and Professions Code (Land Surveyors Act).

11. Situs addressing for the project shall be coordinated with the County Surveyor's Office prior to filling the Final Map.

12. Prior to filing the Parcel Map, a letter will be required from all agencies that have placed conditions on the map. The letter will state that "all conditions placed on P25-0009 by (that agency) have been satisfied." The letter is to be sent to the County Surveyor and copied to the Consultant and the Applicant.

13. All boundary monuments shat may be disturbed or destroyed during project construction shall be identified and referenced and/or reset by a Professional Land Surveyor or Qualified Engineer as defined by Section 8771 of the California Business and Professions Code (Land Surveyors Act).



P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Exhibit A - Vicinity Map

N

0 0.125 0.25 0.5 Miles

P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Exhibit B - Aerial Map

N

0 0.0125 0.025 0.05
Miles

POR. NE 1/4 SEC. 36, T.11N., R.12 E., M.D.M., POLLOCK PINES SUBDIVISION A-25

101:28

N

1 " = 100 '

MAPLE AVE

PONY EXPRESS TRL

SPRUCE AVE

SPRUCE CT

BONANZA ST

MANZANITA ST

US HWY 50

P 21

P 20

P 23

P 27

P 29

POR L 60

RS 35/2/1 0.155 A NA

RS 35/2/2 0.24 A

RS 35/2/3 0.264 A

RS 26/88 0.22 A

RS 25/87 0.219 A

P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Exhibit C - Assessor's Parcel Map

Acreages Are Estimates

Adjacent Map Pages Shown in Grey Text
Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

THIS MAP IS NOT A SURVEY, it is prepared by the El Dorado Co. Assessor's office for assessment purposes only. Area calculations and characteristics are not guaranteed. Users should verify items such as dimensions and acreage.

Rev. OCT 23, 2015

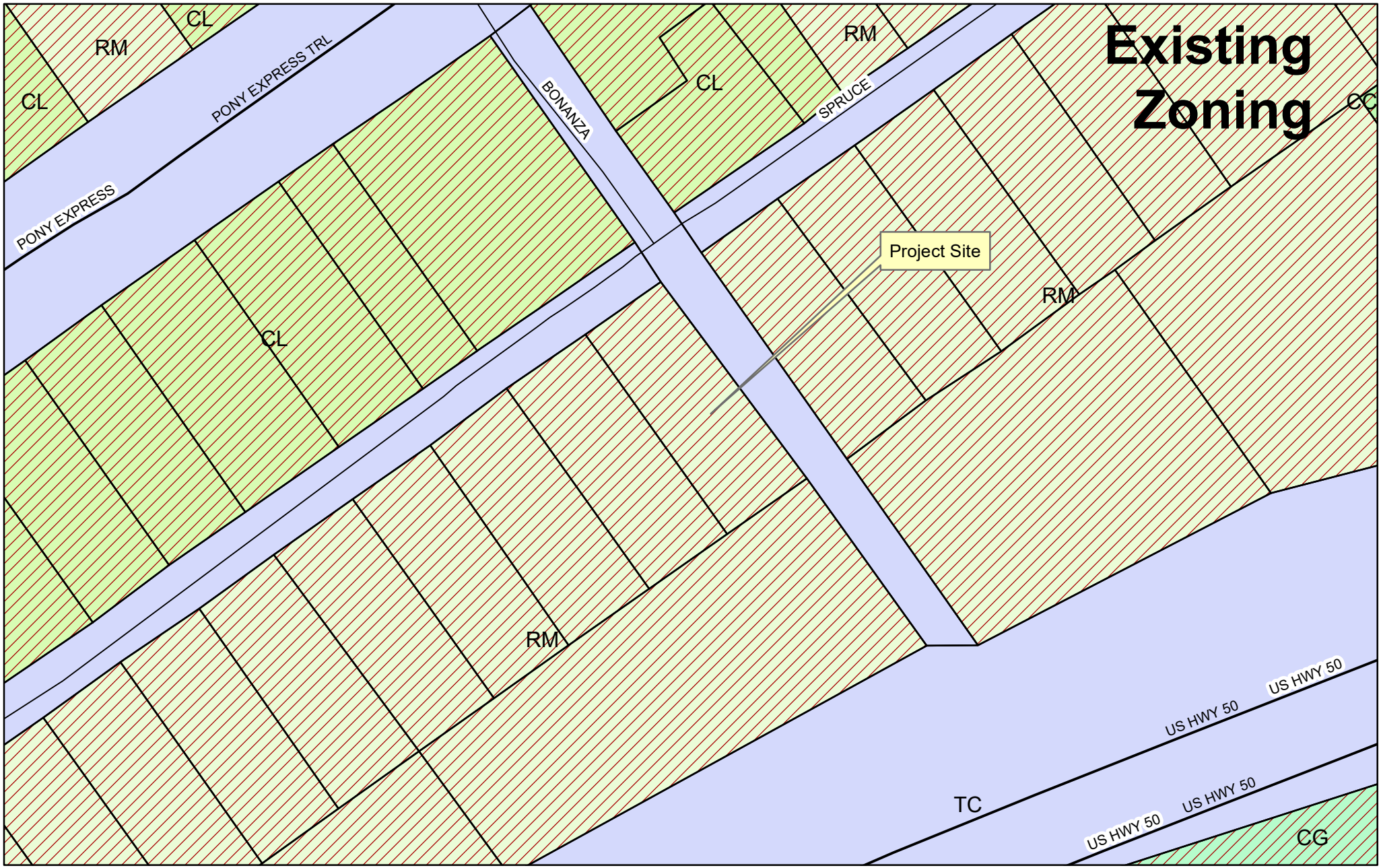
Assessor's Map Bk. 101, Pg. 28
County of El Dorado, CA

C MFR

P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Exhibit D - General Plan Land Use Map

N

0 0.0125 0.025 0.05 Miles

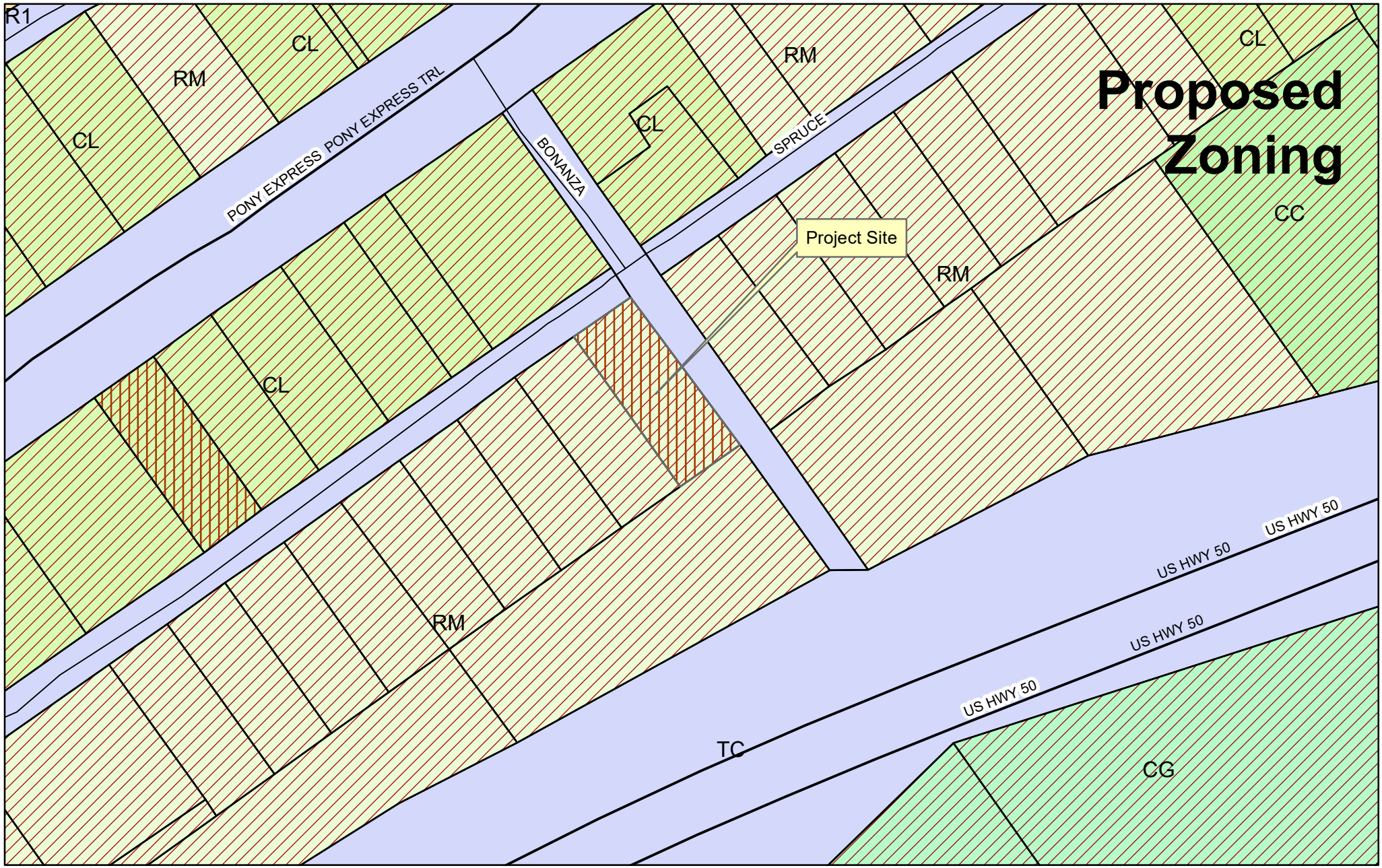


CC RM
CG TC
CL DC

P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Exhibit E - Zoning Maps

N

0 0.0125 0.025 0.05 Miles



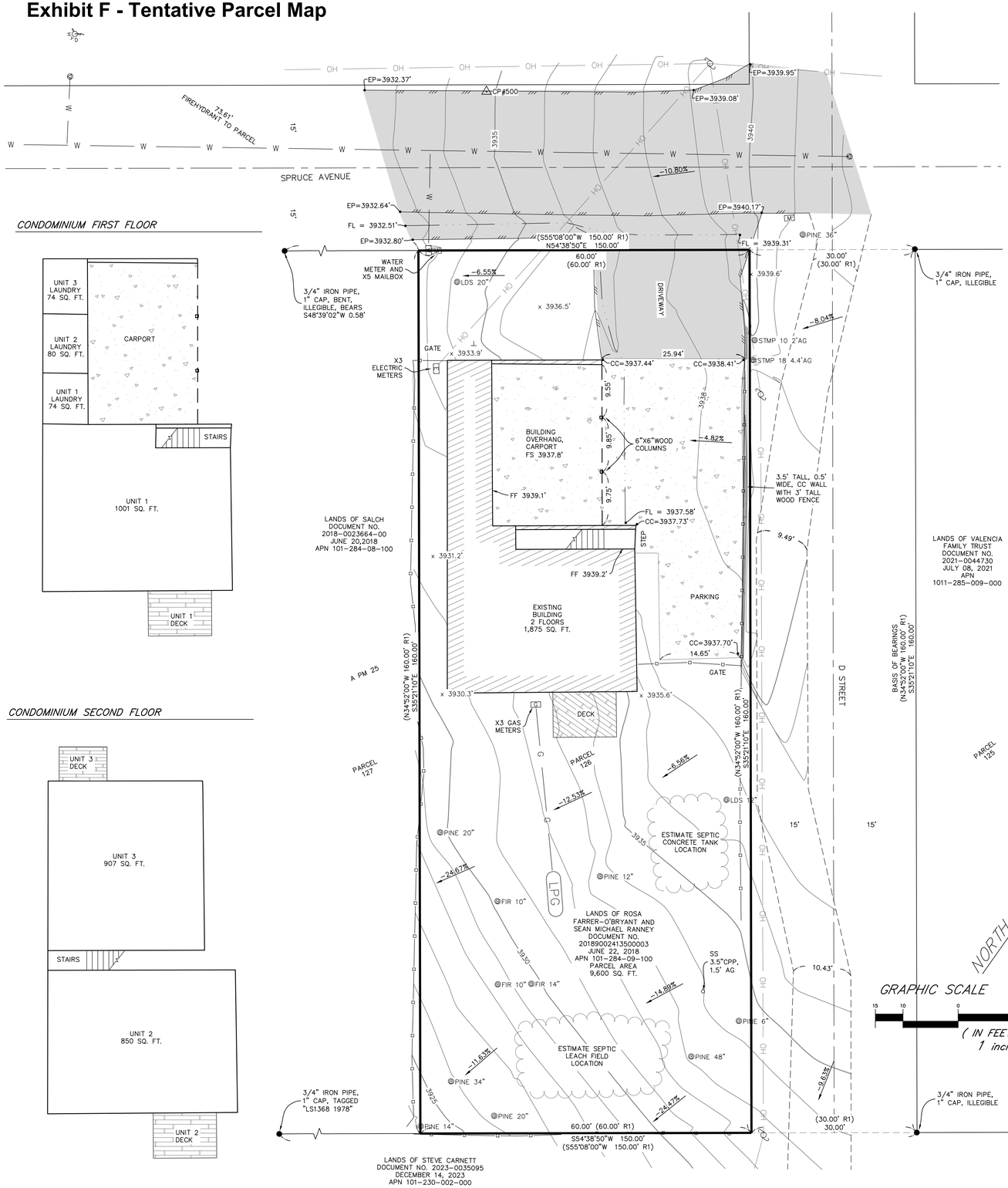
PD
R1
CC
RM
CG
TC
CL

P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Exhibit E - Zoning Maps

N

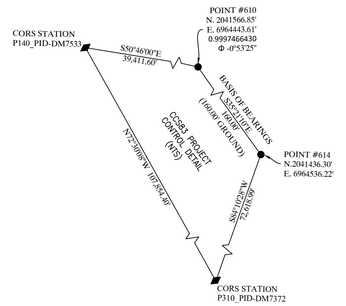
0 0.02 0.04 0.08 Miles

P25-0009/PD25-00004/Z25-0005/Ranney
Exhibit F - Tentative Parcel Map



CONDOMINIUM FIRST FLOOR

CONDOMINIUM SECOND FLOOR



BASIS OF BEARINGS: **S35°21'10"E**

SOUTH 35°21'10" EAST, BETWEEN FOUND MONUMENTS, PROJECT POINTS 610 & 614, AS THE BEARINGS SHOWN HEREON ARE BASED UPON THE CALIFORNIA COORDINATE SYSTEM OF 1983. **CCS83 ZONE 2, EPOCH 2011.00,** IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819. SAID BEARINGS WERE [illegible] UPON FIELD OBSERVED TIES TO THE CALIFORNIA SPATIAL REFERENCE NETWORK, OR EQUIVALENT STATIONS AS SHOWN IN THE (1" CAP, ILLEGIBLE) CONTROL DETAIL.

THE CONTROL DIAGRAM SHOWS GRID DISTANCES. THE MAP DISTANCES SHOWN HEREON ARE GROUND DISTANCES IN U.S. SURVEY FEET AND DECIMALS THEREOF. TO OBTAIN GRID DISTANCES, MULTIPLY THE GROUND DISTANCE BY THE COMBINED SCALE FACTOR OF **0.9997466430** SHOWN AT PROJECT POINT **500**.

NOTES:

1) THE PURPOSE OF THIS MAP IS FOR DESIGN AND THE CONTENT IS RELATIVE TO THE INTENDED USE. UNAUTHORIZED CHANGES OR ADDITIONS TO THE EXISTING DATA SHOWN ON THIS MAP IS STRICTLY PROHIBITED. ANY USES OF THIS MAP BEYOND THE STATED PURPOSE REQUIRES THE AUTHORIZATION OF HOGAN LAND SERVICES.

2) THIS MAP DOES NOT CONSTITUTE A BOUNDARY DETERMINATION BY THIS SURVEYOR. RECORD BOUNDARY LINES SHOWN ARE BASED ON EVIDENCE FOUND AS SHOWN FROM THE RECORD MAP FILED IN BOOK A AT PAGE 25, EL DORADOR COUNTY RECORDS.

3) HORIZONTAL CONTROL: THE BASIS OF BEARINGS FOR THIS SURVEY BEING, S35°21'10"E, AS SHOWN BETWEEN FOUND MONUMENTS, A 3/4" IRON PIPE AND A 3/4" IRON PIPE, PER THAT CERTAIN MAP, BOOK A AT PAGE 25.

4) VERTICAL CONTROL: ELEVATION DATUM IS DERIVED FROM A STATIC OBSERVATION OVER CP 500 (3,934.91 FEET) (NAVD 88)

5) ALL DIMENSIONS ARE SHOWN IN US SURVEY FEET AND DECIMALS THEREOF.

Owner:
Sean Ranney
6218 Spruce Ave,
Pollock Pines, CA 95726

Applicant and Map Prepared by:
James Renfro, PLS 9062, PE 72009
Hogan Land Services, Inc.
2601 41st Ave, Suite b
Soquel, CA 95073

Scale: 1" = 10'

Contour Interval: 1' and 5' Intervals

Topography Source: Hogan Land Services
Field Survey on 02/19/25

Section, Township, Range:
NE 1/4 Section 36, T11N, R12E, MDM

Assessor's Parcel Number: 101-284-09-100

Present Zoning: RM (MFR General Plan)

Proposed Zoning: RM-PD (MFR General Plan)

Total Area of Building: 1,875 Sq. Ft.

Total Area of Parcel: 9,600 Sq. Ft.

Total Number of Parcels: 3 and a remainder parcel

Min. Parcel Area: 850 Sq. Ft.

FEMA: Flood Zone X, Minimal

Water Supply: El Dorado Irrigation District

Sewage Disposal: On-Site Wastewater System

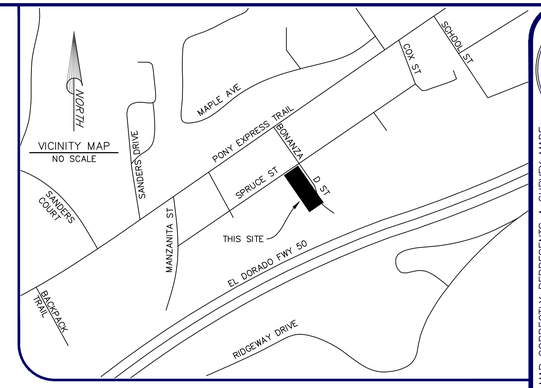
Electric and Gas: Pacific Gas and Electric

Fire-hydrant distance to West Parcel Corner: 74'

Proposed Improvements: None

Tree Removal: None

Date of Preparation: March 2025



LEGEND

- RECORD BOUNDARY LINE
- RECORD ADJOINING BOUNDARY LINE
- RECORD CENTER LINE
- FLOWLINE
- EDGE OF CONCRETE
- EDGE OF ASPHALT CONCRETE
- EDGE OF DIRT ROAD
- EDGE OF BUILDING
- BUILDING OVERHANG
- WOOD FENCE
- OH — OVERHEAD WIRE
- W — UNDER GROUND WATER LINE
- G — UNDER GROUND GAS LINE
- ESTIMATED SEPTIC LOCATION
- MINOR CONTOUR
- 100 — MAJOR CONTOUR
- ASPHALT CONCRETE SURFACE
- CONCRETE SURFACE
- DECKING

SYMBOLS

- x 143.2 — SPOT ELEVATION
- @RW 24" — TREE TYPE & DIA.
- POWER POLE W/ GUY ANCHOR
- E — ELECTRIC METER
- W — WATER METER
- WATER VALVE
- HOSE BIB
- FIRE HYDRANT
- G — GAS METER
- LPG — LIQUID PROPANE GAS TANK
- FOUND MONUMENT AS NOTED
- △# — HLS CONTROL POINT W/#
- CORS STATION

ABBREVIATIONS

FIR	FIR TREE
PINE	PINE TREE
LDS	LANDSCAPE TREE
STMP	STUMP
CPP	CORRUGATED PLASTIC PIPE
FF	FINISHED FLOOR
FS	FINISHED SLAB
SS	SANITARY SEWER
CC	CONCRETE
EP	EDGE OF PAVEMENT

REFERENCES

R1 POLLOCK PINES SUBDIVISION MAP, BOOK A OF MAPS 25, JUNE 1937 EL DORADO COUNTY RECORDS

Zoning Administrator: _____

Approval/Denial Date:_____

Board of Supervisors:_____

Approval/Denial Date:_____

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS' ACT AT THE REQUEST OF SEAN RANNEY IN FEBRUARY, 2025

JAMES E. RENFRO L.S. 9062

LICENSED LAND SURVEYOR * JAMES E. RENFRO * L.S. 9062 * STATE OF CALIFORNIA

DRN:	CHK:	PM:	DATE:	JOB #:
ESD	JG	JER	03/18/25	6723

HOGAN LAND SERVICES
A CALIFORNIA CORPORATION
2601 41ST AVENUE SUITE B
SOQUEL, CA 95073
Tel (877) 544-2104
Fax (707) 522-2105
www.hoganls.com

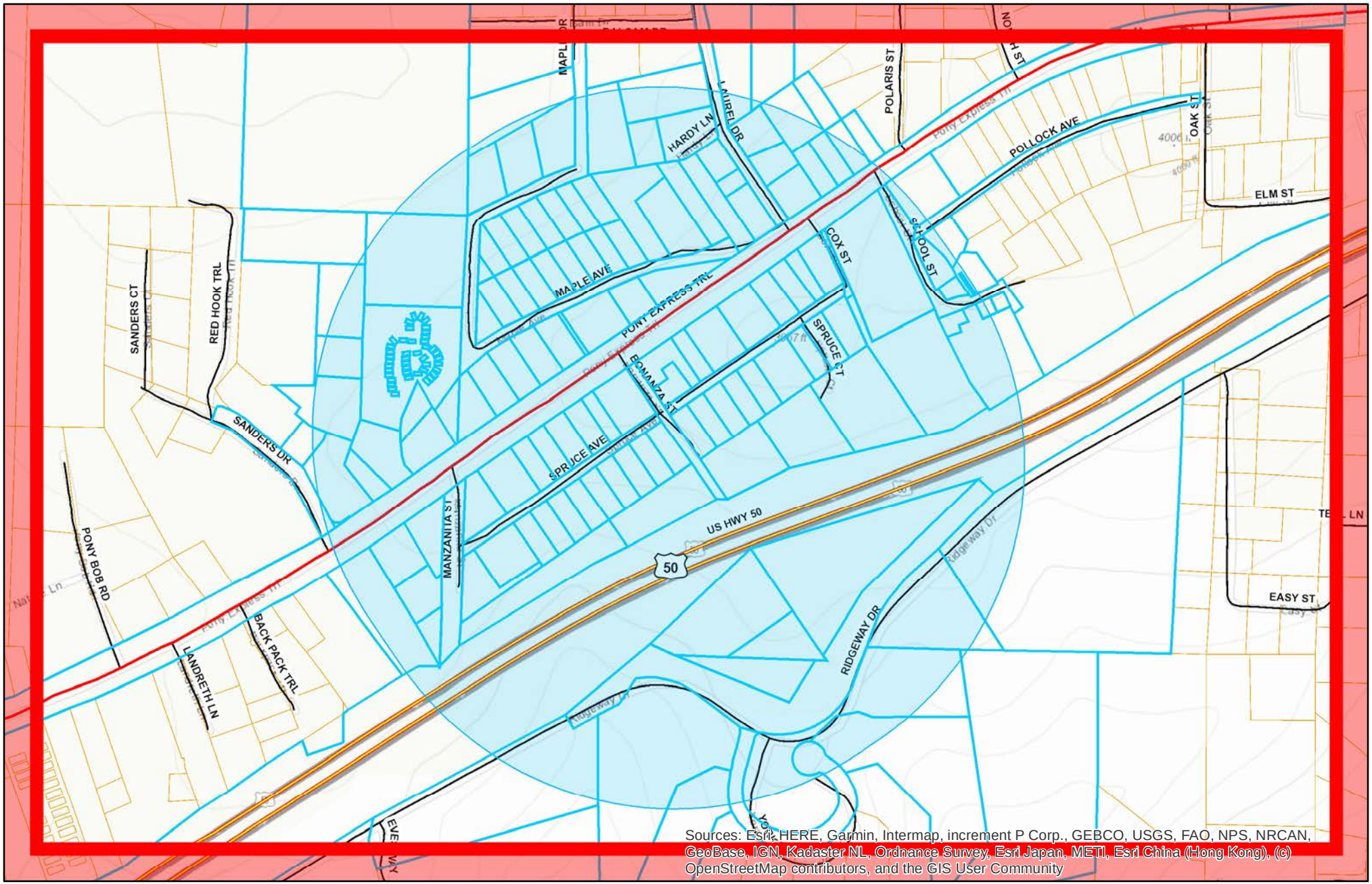
CONDOMINIUM TENTATIVE PARCEL MAP

6218 SPRUCE AVE
POLLOCK PINES, CALIFORNIA

APN: 101-284-009

1 OF 1

Copyright ©2005 Hogan Land Services, Inc. This drawing is in instrument of service and is the sole property of Hogan Land Services, Inc. Any use of this drawing without written consent by Hogan Land Services, Inc. is prohibited.



January 12, 2026

Ranney Condo Conversion PC 02-26-26 (1,000 Feet)

Search Results: Parcels

Override 1

County Outline

Highway Labels

Highways

Major Roads

Major Roads

Minor Roads

Disclaimer: Parcel boundaries in this map are illustrative only and not considered the legal boundary.

N W E S

0 140 280 420 560 Feet

County of El Dorado
Planning and Building Department (Planning)
2850 Fairlane Court, Building C
Placerville, CA 95667

NOTICE OF PUBLIC HEARING

County of El Dorado
Planning Commission

Building C Hearing Room
2850 Fairlane Court,
Placerville, CA 95667

101210013

[redacted]

CORRECTION
February 26, 2026 at 8:30 AM

Send Comments to:
PLANNING@EDCGOV.US

Meeting Agenda and Staff Reports Available:
https://eldorado.legistar.com/calendar.aspx

Project Information Available:
https://edc-trk.aspgov.com/etrakit/
Login or create an E-Trakit account

Postcard mailed 02-10-26 with corrected hearing date

County of El Dorado
Planning and Building Department (Planning)
2850 Fairlane Court, Building C
Placerville, CA 95667

NOTICE OF PUBLIC HEARING

County of El Dorado
Planning Commission

Building C Hearing Room
2850 Fairlane Court,
Placerville, CA 95667

February 12, 2026 at 8:30 AM

Send Comments to:
PLANNING@EDCGOV.US

Meeting Agenda and Staff Reports Available:
https://eldorado.legistar.com/calendar.aspx

Project Information Available:
https://edc-trk.aspgov.com/etrakit/
Login or create an E-Trakit account

County of El Dorado
Planning and Building Department (Planning)
2850 Fairlane Court, Building C
Placerville, CA 95667

NOTICE OF PUBLIC HEARING

County of El Dorado
Planning Commission

Building C Hearing Room
2850 Fairlane Court,
Placerville, CA 95667

February 12, 2026 at 8:30 AM

Send Comments to:
PLANNING@EDCGOV.US

Meeting Agenda and Staff Reports Available:
https://eldorado.legistar.com/calendar.aspx

Project Information Available:
https://edc-trk.aspgov.com/etrakit/
Login or create an E-Trakit account

Postcard mailed 02-04-26 with wrong hearing date

NOTICE OF PUBLIC HEARING

PROJECT: Rezone, Development Plan and Tentative Parcel Map: P25-0009, PD25-0004, Z25-0005, Ranney Condo Conversion submitted by Sean Ranney.
REQUEST: Request to: 1. Rezone from Multi-Unit Residential – Design Control (RM-DC) to Multi-Unit Residential – Planned Development—Design Control (RM-PD-DC); 2. A development plan to convert an existing three (3) unit rental apartment complex into three airspace condominium units with common areas under management of a home-owners' association (HOA); 3. A parcel map creating three airspace condominium units on one parcel consisting of approximately 0.21 acres. [Categorical or Statutory Exemption pursuant to Sections 15301 and 15305 of the CEQA Guidelines]
LOCATION: The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center, Supervisorial District 4.
COUNTY PLANNER: Evan Mattes, email: Evan.Mattes @edcgov.us

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 4, 2026

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to:

County of El Dorado Planning and Building Department
2850 Fairlane Court,
Placerville, CA 95667
or via e-mail: **planning@edcgov.us**

NOTICE OF PUBLIC HEARING

PROJECT: Rezone, Development Plan and Tentative Parcel Map: P25-0009, PD25-0004, Z25-0005, Ranney Condo Conversion submitted by Sean Ranney.
REQUEST: Request to: 1. Rezone from Multi-Unit Residential – Design Control (RM-DC) to Multi-Unit Residential – Planned Development—Design Control (RM-PD-DC); 2. A development plan to convert an existing three (3) unit rental apartment complex into three airspace condominium units with common areas under management of a home-owners' association (HOA); 3. A parcel map creating three airspace condominium units on one parcel consisting of approximately 0.21 acres. [Categorical or Statutory Exemption pursuant to Sections 15301 and 15305 of the CEQA Guidelines]
LOCATION: The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center, Supervisorial District 4.
COUNTY PLANNER: Evan Mattes, email: Evan.Mattes @edcgov.us

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 4, 2026

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to:

County of El Dorado Planning and Building Department
2850 Fairlane Court,
Placerville, CA 95667
or via e-mail: planning@edcgov.us

EL DORADO COUNTY
PLANNING DIVISION
https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division

NOTICE OF PUBLIC HEARING

The **County of El Dorado Planning Commission** will hold a public hearing in the Planning Commission Hearing Room, 2850 Fairlane Court, Placerville, CA 95667 on **February 26, 2026,** at **8:30 a.m.**, to consider the following: **Rezone, Development Plan and Tentative Parcel Map: P25-0009, PD25-0004, Z25-0005**, Ranney Condo Conversion submitted by Sean Ranney to: 1. Rezone from Multi-Unit Residential – Design Control (RM-DC) to Multi-Unit Residential – Planned Development – Design Control (RM-PD-DC); 2. A development plan to convert an existing three (3) unit rental apartment complex into three airspace condominium units with common areas under management of a homeowners' association (HOA); 3. A parcel map creating three airspace condominium units on one parcel consisting of approximately 0.21 acre. The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center, Supervisorial District 4. (County Planner: Evan Mattes, email: Evan.Mattes @edcgov.us) (Categorical or Statutory Exemption pursuant to Sections 15301 and 15305 of the CEQA Guidelines)**

Agenda and Staff Reports are available two weeks prior at https://eldorado.legistar.com/Calendar.aspx

Project Information is available online at https://edc-trk.aspgov.com/etrakit/. To view attachments, please login or create an E-Trakit account and search the project name or application file number in the search box.

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to the County of El Dorado Planning Division, 2850 Fairlane Court, Placerville, CA 95667 or via e-mail: PLANNING@EDCGOV.US

**This project is exempt from the California Environmental Quality Act (CEQA) pursuant to the above-referenced section, and it is not subject to any further environmental review.

To ensure delivery to the Commission prior to the hearing, written information from the public is encouraged to be submitted by Thursday the week prior to the meeting. Planning Services cannot guarantee that any comment received the day of the Commission meeting will be delivered to the Commission prior to any action.

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 4, 2026

Mountain Democrat

PROOF OF PUBLICATION
(2015.5. C.C.P.)

STATE OF CALIFORNIA
County of El Dorado

I am a citizen of the United States and a resident of the County aforesaid; I'm over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am principal clerk of the printer at the Mountain Democrat, 2889 Ray Lawyer Drive, a newspaper of general circulation, printed and published Wednesday and Friday, in the City of Placerville, County of El Dorado, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court to the County of El Dorado, State of California, under the date of March 7, 1952, Case Number 7258; that the notice, of which the annexed is a printed copy (set in type no smaller than non-pareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-with:

2/4

ALL IN THE YEAR 2026

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Placerville, California, this 4th day of FEBRUARY, 2026

Allison Rains

Signature

Allison Rains
Legals Clerk

Proof of Publication
NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING

The County of El Dorado Planning Commission will hold a public hearing in the Planning Commission Hearing Room, 2850 Fairlane Court, Placerville, CA 95667 on February 26, 2026, at 8:30 a.m., to consider the following: Rezone, Development Plan and Tentative Parcel Map: P25-0009, PD25-0004, Z25-0005, Ranney Condo Conversion submitted by Sean Ranney to: 1. Rezone from Multi-Unit Residential – Design Control (RM-DC) to Multi-Unit Residential – Planned Development – Design Control (RM-PD-DC); 2. A development plan to convert an existing three (3) unit rental apartment complex into three airspace condominium units with common areas under management of a homeowners' association (HOA); 3. A parcel map creating three airspace condominium units on one parcel consisting of approximately 0.21 acres. The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center, Supervisorial District 4. (County Planner: Evan Mattes, email: Evan. Mattes @edcgov.us) (Categorical or Statutory Exemption pursuant to Sections 15301 and 15305 of the CEQA Guidelines)**

Agenda and Staff Reports are available two weeks prior at https://eldorado.legistar.com/Calendar.aspx

Project Information is available online at https://edc-trk.aspgov.com/etrakit/. To view attachments, please login or create an E-Trakit account and search the project name or application file number in the search box.

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to the County of El Dorado Planning Division, 2850 Fairlane Court, Placerville, CA 95667 or via e-mail: PLANNING@EDCGOV.US

**This project is exempt from the California Environmental Quality Act (CEQA) pursuant to the above-referenced section, and it is not subject to any further environmental review.

To ensure delivery to the Commission prior to the hearing, written information from the public is encouraged to be submitted by Thursday the week prior to the meeting. Planning Services cannot guarantee that any comment received the day of the Commission meeting will be delivered to the Commission prior to any action.

COUNTY OF EL DORADO
PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 4, 2026
2/4 **15672**

County of El Dorado
Planning and Building Department (Planning)
2850 Fairlane Court, Building C
Placerville, CA 95667

NOTICE OF PUBLIC HEARING

County of El Dorado
Planning Commission

Building C Hearing Room
2850 Fairlane Court,
Placerville, CA 95667

101490002

February 12, 2026 at 8:30 AM

Send Comments to:
PLANNING@EDCGOV.US

Meeting Agenda and Staff Reports Available:
https://eldorado.legistar.com/calendar.aspx

Project Information Available:
https://edc-trk.aspgov.com/etrakit/
Login or create an E-Trakit account

NOTICE OF PUBLIC HEARING

PROJECT: Rezone, Development Plan and Tentative Parcel Map: P25-0009, PD25-0004, Z25-0005, Ranney Condo Conversion submitted by Sean Ranney.

REQUEST: Request to: 1. Rezone from Multi-Unit Residential – Design Control (RM-DC) to Multi-Unit Residential – Planned Development—Design Control (RM-PD-DC); 2. A development plan to convert an existing three (3) unit rental apartment complex into three airspace condominium units with common areas under management of a home-owners' association (HOA); 3. A parcel map creating three airspace condominium units on one parcel consisting of approximately 0.21 acres. [Categorical or Statutory Exemption pursuant to Sections 15301 and 15305 of the CEQA Guidelines]

LOCATION: The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center, Supervisorial District 4.

COUNTY PLANNER: Evan Mattes, email: Evan.Mattes @edcgov.us

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 12, 2026

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to:

County of El Dorado Planning and Building Department
2850 Fairlane Court,
Placerville, CA 95667
or via e-mail: **planning@edcgov.us**

Postcard mailed 01-16-26 before hearing date change

EL DORADO COUNTY
PLANNING DIVISION
https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division

NOTICE OF PUBLIC HEARING - UPDATED

The **County of El Dorado Planning Commission** will hold a public hearing in the Planning Commission Hearing Room, 2850 Fairlane Court, Placerville, CA 95667 on ~~**February 12, 2026,**~~ at ~~**8:30 a.m.**~~, **To be rescheduled at future date** to consider the following: **Rezone, Development Plan and Tentative Parcel Map: P25-0009, PD25-0004, Z25-0005**, Ranney Condo Conversion submitted by Sean Ranney to: 1. Rezone from Multi-Unit Residential – Design Control (RM-DC) to Multi-Unit Residential – Planned Development – Design Control (RM-PD-DC); 2. A development plan to convert an existing three (3) unit rental apartment complex into three airspace condominium units with common areas under management of a homeowners' association (HOA); 3. A parcel map creating three airspace condominium units on one parcel consisting of approximately 0.21 acres. The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center, Supervisorial District 4. (County Planner: Evan Mattes, email: Evan.Mattes @edcgov.us) (Categorical or Statutory Exemption pursuant to Sections 15301 and 15305 of the CEQA Guidelines)**

Agenda and Staff Reports are available two weeks prior at https://eldorado.legistar.com/Calendar.aspx

Project Information is available online at https://edc-trk.aspgov.com/etrakit/. To view attachments, please login or create an E-Trakit account and search the project name or application file number in the search box.

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to the County of El Dorado Planning Division, 2850 Fairlane Court, Placerville, CA 95667 or via e-mail: PLANNING@EDCGOV.US

**This project is exempt from the California Environmental Quality Act (CEQA) pursuant to the above-referenced section, and it is not subject to any further environmental review.

To ensure delivery to the Commission prior to the hearing, written information from the public is encouraged to be submitted by Thursday the week prior to the meeting. Planning Services cannot guarantee that any comment received the day of the Commission meeting will be delivered to the Commission prior to any action.

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
January 16, 2026

EL DORADO COUNTY
PLANNING DIVISION
https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division

NOTICE OF PUBLIC HEARING

The **County of El Dorado Planning Commission** will hold a public hearing in the Planning Commission Hearing Room, 2850 Fairlane Court, Placerville, CA 95667 on **February 12, 2026,** at **8:30 a.m.**, to consider the following: **Rezone, Development Plan and Tentative Parcel Map: P25-0009, PD25-0004, Z25-0005**, Ranney Condo Conversion submitted by Sean Ranney to: 1. Rezone from Multi-Unit Residential – Design Control (RM-DC) to Multi-Unit Residential – Planned Development – Design Control (RM-PD-DC); 2. A development plan to convert an existing three (3) unit rental apartment complex into three airspace condominium units with common areas under management of a homeowners' association (HOA); 3. A parcel map creating three airspace condominium units on one parcel consisting of approximately 0.21 acres. The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center, Supervisorial District 4. (County Planner: Evan Mattes, email: Evan.Mattes @edcgov.us) (Categorical or Statutory Exemption pursuant to Sections 15301 and 15305 of the CEQA Guidelines)**

Agenda and Staff Reports are available two weeks prior at https://eldorado.legistar.com/Calendar.aspx

Project Information is available online at https://edc-trk.aspgov.com/etrakit/. To view attachments, please login or create an E-Trakit account and search the project name or application file number in the search box.

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to the County of El Dorado Planning Division, 2850 Fairlane Court, Placerville, CA 95667 or via e-mail: PLANNING@EDCGOV.US

**This project is exempt from the California Environmental Quality Act (CEQA) pursuant to the above-referenced section, and it is not subject to any further environmental review.

To ensure delivery to the Commission prior to the hearing, written information from the public is encouraged to be submitted by Thursday the week prior to the meeting. Planning Services cannot guarantee that any comment received the day of the Commission meeting will be delivered to the Commission prior to any action.

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
January 16, 2026

Mountain Democrat

PROOF OF PUBLICATION
(2015.5. C.C.P.)

STATE OF CALIFORNIA
County of El Dorado

I am a citizen of the United States and a resident of the County aforesaid; I'm over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am principal clerk of the printer at the Mountain Democrat, 2889 Ray Lawyer Drive, a newspaper of general circulation, printed and published Wednesday and Friday, in the City of Placerville, County of El Dorado, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court to the County of El Dorado, State of California, under the date of March 7, 1952, Case Number 7258; that the notice, of which the annexed is a printed copy (set in type no smaller than non-pareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-with:

1/16

ALL IN THE YEAR 2026

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Placerville, California, this 16th day of JANUARY, 2026

Allison Rains

Signature

Allison Rains
Legals Clerk

Proof of Publication
NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING

The County of El Dorado Planning Commission will hold a public hearing in the Planning Commission Hearing Room, 2850 Fairlane Court, Placerville, CA 95667 on February 12, 2026, at 8:30 a.m., to consider the following: Rezone, Development Plan and Tentative Parcel Map: P25-0009, PD25-0004, Z25-0005, Ranney Condo Conversion submitted by Sean Ranney to: 1. Rezone from Multi-Unit Residential – Design Control (RM-DC) to Multi-Unit Residential – Planned Development – Design Control (RM-PD-DC); 2. A development plan to convert an existing three (3) unit rental apartment complex into three airspace condominium units with common areas under management of a homeowners' association (HOA); 3. A parcel map creating three airspace condominium units on one parcel consisting of approximately 0.21 acres. The property, identified by Assessor's Parcel Number 101-284-009-000, consisting of 0.21 acre, is located on the south side of Spruce Avenue, approximately 270 feet south of the intersection with Pony Express Trail, in the Pollock Pines Rural Center, Supervisorial District 4. (County Planner: Evan Mattes, email: Evan.Mattes @edcgov.us) (Categorical or Statutory Exemption pursuant to Sections 15301 and 15305 of the CEQA Guidelines)**

Agenda and Staff Reports are available two weeks prior at https://eldorado.legistar.com/Calendar.aspx

Project Information is available online at https://edc-trk.aspgov.com/etrakit/. To view attachments, please login or create an E-Trakit account and search the project name or application file number in the search box.

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to the County of El Dorado Planning Division, 2850 Fairlane Court, Placerville, CA 95667 or via e-mail: PLANNING@EDCGOV.US

**This project is exempt from the California Environmental Quality Act (CEQA) pursuant to the above-referenced section, and it is not subject to any further environmental review.

To ensure delivery to the Commission prior to the hearing, written information from the public is encouraged to be submitted by Thursday the week prior to the meeting. Planning Services cannot guarantee that any comment received the day of the Commission meeting will be delivered to the Commission prior to any action.

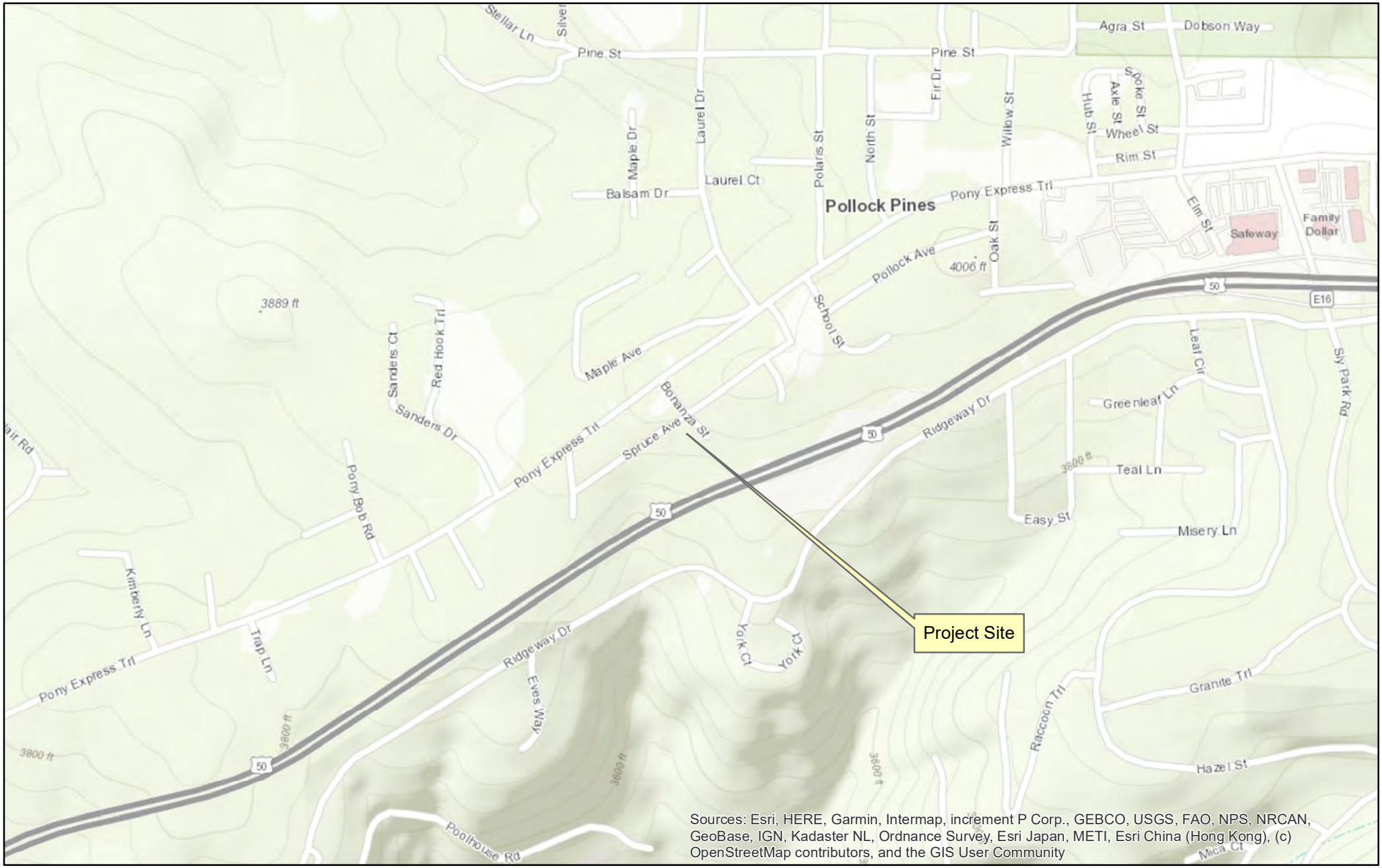
COUNTY OF EL DORADO
PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
January 16, 2026
1/16 **15590**

Planning Commission Hearing

P25-0004/PD25-0004/Z25-0005
Ranney Condo Conversion

FEBRUARY 26, 2026

PLANNING AND BUILDING DEPARTMENT - PLANNING DIVISION



P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Exhibit A - Vicinity Map

N

0 0.125 0.25 0.5 Miles

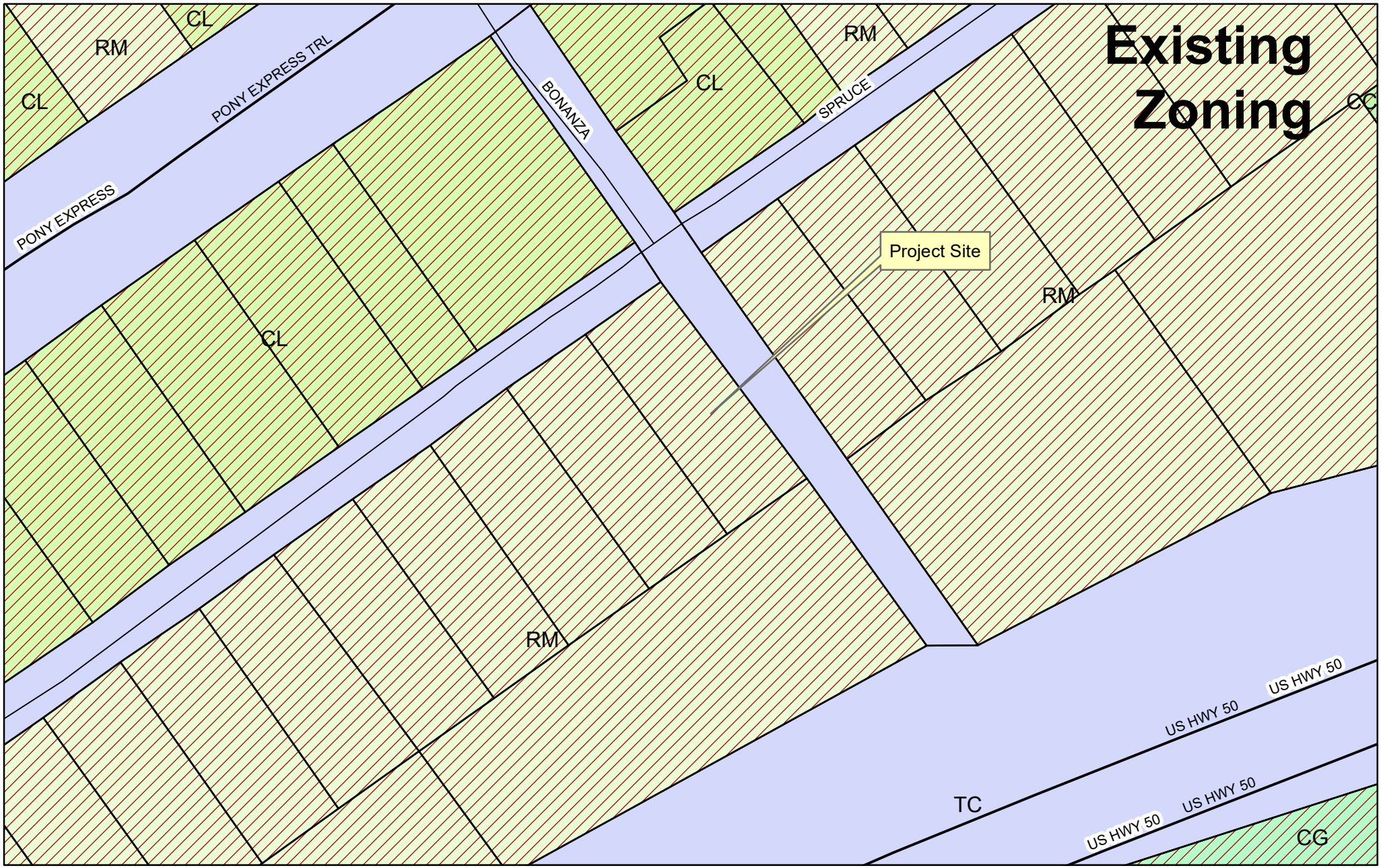
88

C MFR

P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Exhibit D - General Plan Land Use Map

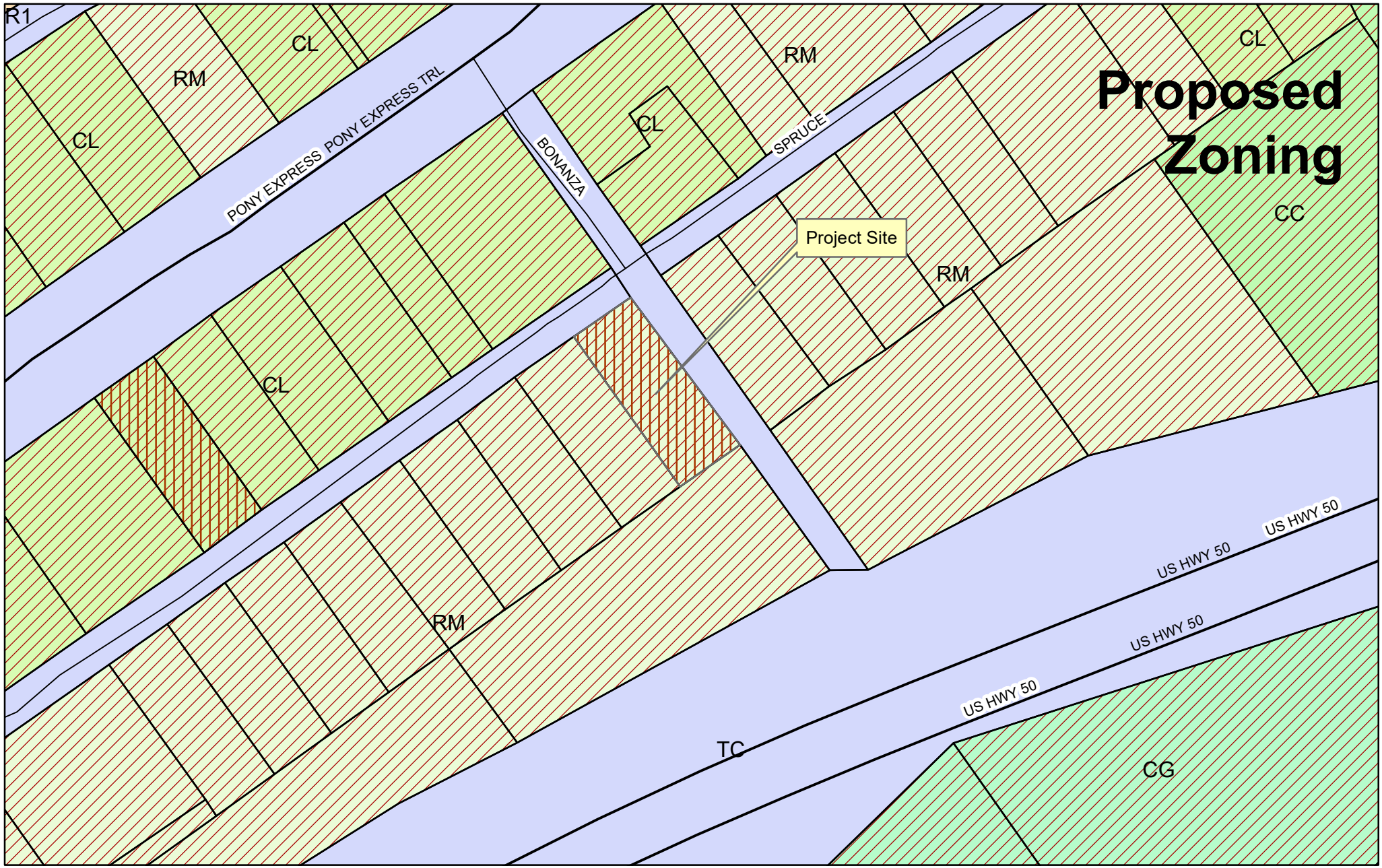
N

0 0.0125 0.025 0.05 Miles



P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Exhibit E - Zoning Maps

0 0.0125 0.025 0.05 Miles



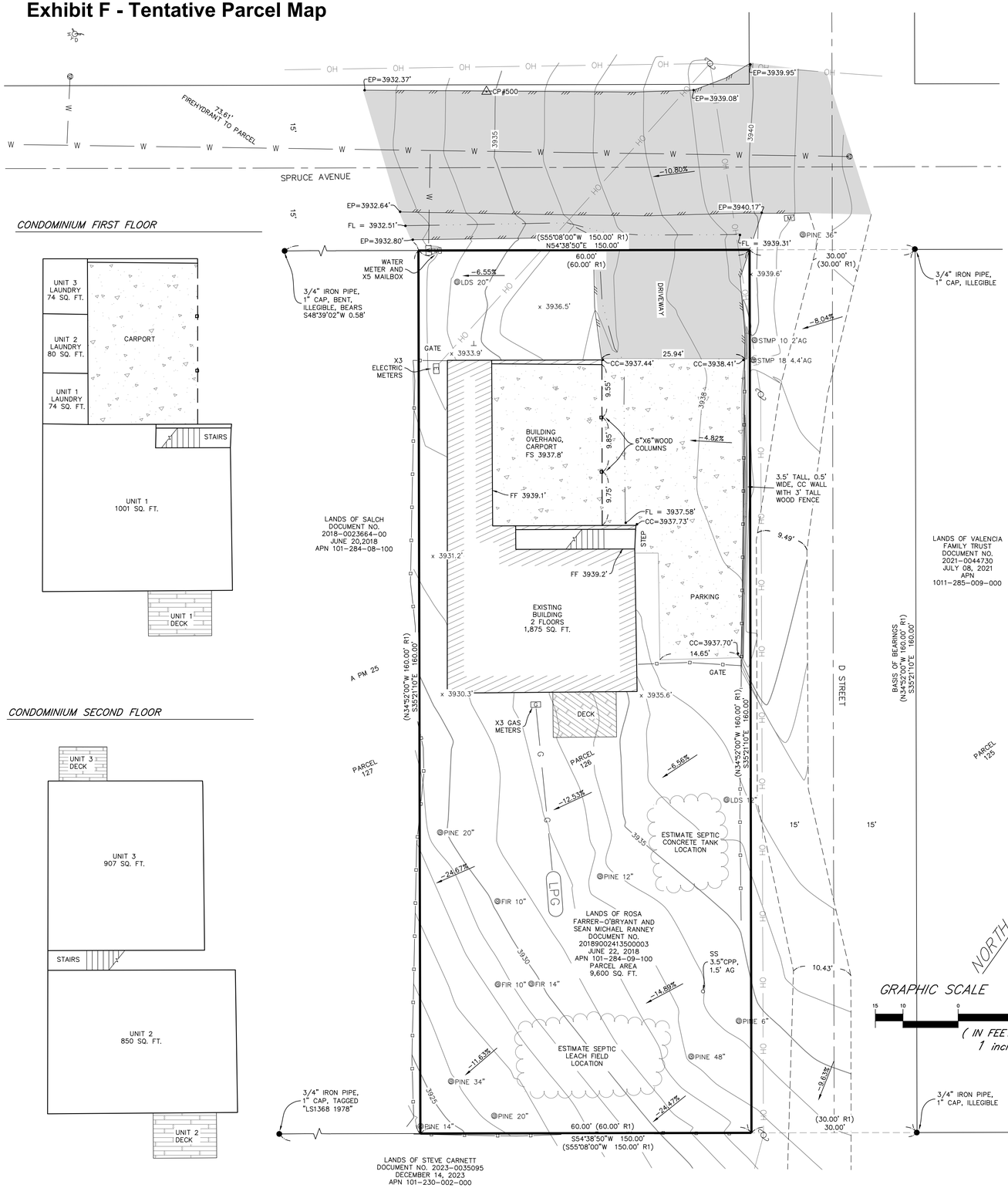
PD
R1
CC
RM
CG
TC
CL

P25-0009/PD25-0004/Z25-0005/Ranney Condo Conversion
Exhibit E - Zoning Maps

N

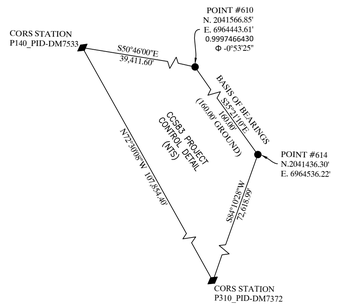
0 0.02 0.04 0.08 Miles

P25-0009/PD25-00004/Z25-0005/Ranney
Exhibit F - Tentative Parcel Map



CONDOMINIUM FIRST FLOOR

CONDOMINIUM SECOND FLOOR



BASIS OF BEARINGS: **S35°21'10"E**

SOUTH 35°21'10" EAST, BETWEEN FOUND MONUMENTS, PROJECT POINTS 610 & 614, AS THE BEARINGS SHOWN HEREON ARE BASED UPON THE CALIFORNIA COORDINATE SYSTEM OF 1983. **CCS83 ZONE 2, EPOCH 2011.00,** IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819. SAID BE[illegible] UPON FIELD OBSERVED TIES TO THE CALIFORNIA SP[illegible] 3/4" IRON PIPE, [illegible] ETWORK, OR EQUIVALENT STATIONS AS SHOWN IN THE (1" CAP, ILLEGIBLE [illegible] CONTROL DETAIL.

THE CONTROL DIAGRAM SHOWS GRID DISTANCES. THE MAP DISTANCES SHOWN HEREON ARE GROUND DISTANCES IN U.S. SURVEY FEET AND DECIMALS THEREOF. TO OBTAIN GRID DISTANCES, MULTIPLY THE GROUND DISTANCE BY THE COMBINED SCALE FACTOR OF **0.9997466430** SHOWN AT PROJECT POINT **500**.

NOTES:

1) THE PURPOSE OF THIS MAP IS FOR DESIGN AND THE CONTENT IS RELATIVE TO THE INTENDED USE. UNAUTHORIZED CHANGES OR ADDITIONS TO THE EXISTING DATA SHOWN ON THIS MAP IS STRICTLY PROHIBITED. ANY USES OF THIS MAP BEYOND THE STATED PURPOSE REQUIRES THE AUTHORIZATION OF HOGAN LAND SERVICES.

2) THIS MAP DOES NOT CONSTITUTE A BOUNDARY DETERMINATION BY THIS SURVEYOR. RECORD BOUNDARY LINES SHOWN ARE BASED ON EVIDENCE FOUND AS SHOWN FROM THE RECORD MAP FILED IN BOOK A AT PAGE 25, EL DORADOR COUNTY RECORDS.

3) HORIZONTAL CONTROL: THE BASIS OF BEARINGS FOR THIS SURVEY BEING, S35°21'10"E, AS SHOWN BETWEEN FOUND MONUMENTS, A 3/4" IRON PIPE AND A 3/4" IRON PIPE, PER THAT CERTAIN MAP, BOOK A AT PAGE 25.

4) VERTICAL CONTROL: ELEVATION DATUM IS DERIVED FROM A STATIC OBSERVATION OVER CP 500 (3,934.91 FEET) (NAVD 88)

5) ALL DIMENSIONS ARE SHOWN IN US SURVEY FEET AND DECIMALS THEREOF.

Owner:
Sean Ranney
6218 Spruce Ave,
Pollock Pines, CA 95726

Applicant and Map Prepared by:
James Renfro, PLS 9062, PE 72009
Hogan Land Services, Inc.
2601 41st Ave, Suite b
Soquel, CA 95073

Scale: 1" = 10'

Contour Interval: 1' and 5' Intervals

Topography Source: Hogan Land Services
Field Survey on 02/19/25

Section, Township, Range:
NE 1/4 Section 36, T11N, R12E, MDM

Assessor's Parcel Number: 101-284-09-100

Present Zoning: RM (MFR General Plan)

Proposed Zoning: RM-PD (MFR General Plan)

Total Area of Building: 1,875 Sq. Ft.

Total Area of Parcel: 9,600 Sq. Ft.

Total Number of Parcels: 3 and a remainder parcel

Min. Parcel Area: 850 Sq. Ft.

FEMA: Flood Zone X, Minimal

Water Supply: El Dorado Irrigation District

Sewage Disposal: On-Site Wastewater System

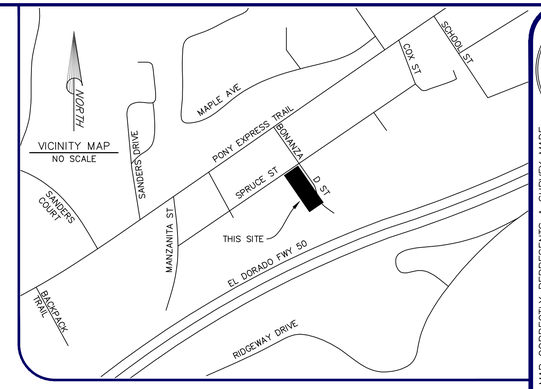
Electric and Gas: Pacific Gas and Electric

Fire-hydrant distance to West Parcel Corner: 74'

Proposed Improvements: None

Tree Removal: None

Date of Preparation: March 2025



LEGEND

- RECORD BOUNDARY LINE
- RECORD ADJOINING BOUNDARY LINE
- RECORD CENTER LINE
- FLOWLINE
- EDGE OF CONCRETE
- EDGE OF ASPHALT CONCRETE
- EDGE OF DIRT ROAD
- EDGE OF BUILDING
- BUILDING OVERHANG
- WOOD FENCE
- OH — OVERHEAD WIRE
- W — UNDER GROUND WATER LINE
- G — UNDER GROUND GAS LINE
- ESTIMATED SEPTIC LOCATION
- MINOR CONTOUR
- 100 — MAJOR CONTOUR
- ASPHALT CONCRETE SURFACE
- CONCRETE SURFACE
- DECKING

SYMBOLS

- ×143.2 — SPOT ELEVATION
- @RW 24" — TREE TYPE & DIA.
- POWER POLE W/ GUY ANCHOR
- E — ELECTRIC METER
- W — WATER METER
- WATER VALVE
- HOSE BIB
- FIRE HYDRANT
- G — GAS METER
- LPG — LIQUID PROPANE GAS TANK
- FOUND MONUMENT AS NOTED
- △# — HLS CONTROL POINT W/#
- CORS STATION

ABBREVIATIONS

FIR	FIR TREE
PINE	PINE TREE
LDS	LANDSCAPE TREE
STMP	STUMP
CPP	CORRUGATED PLASTIC PIPE
FF	FINISHED FLOOR
FS	FINISHED SLAB
SS	SANITARY SEWER
CC	CONCRETE
EP	EDGE OF PAVEMENT

REFERENCES

R1 POLLOCK PINES SUBDIVISION MAP, BOOK A OF MAPS 25, JUNE 1937 EL DORADO COUNTY RECORDS

Zoning Administrator: _____

Approval/Denial Date:_____

Board of Supervisors:_____

Approval/Denial Date:_____

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS' ACT AT THE REQUEST OF SEAN RANNEY IN FEBRUARY, 2025

JAMES E. RENFRO L.S. 9062

LICENSED LAND SURVEYOR * JAMES E. RENFRO * L.S. 9062 * STATE OF CALIFORNIA

DRN:	CHK:	PM:	DATE:	JOB #:
ESD	JG	JER	03/18/25	6723

HOGAN LAND SERVICES
A CALIFORNIA CORPORATION
2601 41ST AVENUE SUITE B
SOQUEL, CA 95073
Tel (877) 544-2104
Fax (707) 522-2105
www.hoganls.com

CONDOMINIUM TENTATIVE PARCEL MAP

6218 SPRUCE AVE
POLLOCK PINES, CALIFORNIA

APN: 101-284-009

1 OF 1

Copyright ©2005 Hogan Land Services, Inc. This drawing is an instrument of service and is the sole property of Hogan Land Services, Inc. Any use of this drawing without written consent by Hogan Land Services, Inc. is prohibited.

Project Description

- Project is a Rezone, PD and Tentative Parcel Map
- Zone change from RM-DC to RM-PD-DC, would add the PD overlay to enable flexible development standards to allow for the subdivision within an existing multi-unit two-story development.
- Parcel Map would create three condominium parcels ranging in size from 944 sf to 1,095 sf, and one 0.18 acre common space parcel to be managed by a HOA.

Environmental Review

The Project has been found Categorically Exempt pursuant to Section 15301 (Class 1; Existing Facilities) and 15305 (Class 5; Minor Alterations in Land Use Limitations) of the CEQA Guidelines.

Staff Recommendation

Staff recommends the Planning Commission forward a recommendation to the Board of Supervisors to take the following actions:

1. Determine that pursuant to CEQA Guidelines, find the project to be Categorically Exempt pursuant to Section 15301, Existing Facilities, and Section 15305, Minor Land Divisions; and
2. Approve Rezone (Z25-0005), Planned Development (PD25-0004) and Parcel Map (P25-0009) based on the Findings and subject to the Conditions of Approval as presented.

County of El Dorado

330 Fair Lane, Building A
Placerville, California
530 621-5390
FAX 622-3645
www.edcgov.us/bos/

Master Report

File Number: 26-0263

***File ID #:**	26-0263	**Agenda Type:** Agenda Item	**Status:** Agenda Item
Version:	1	**Reference:**	**Gov Body:** Planning Commission
Department:	Planning and Building		**Created:** 01/27/2026
Agenda Title:	02-26-26 PC Cool Commercial		**Final Action:**

Title: Hearing to consider DESIGN REVIEW PERMIT, DR22-0007/Cool Station Automobile-Based Commercial Project request for a proposed two-phase construction to include a convenience store and fuel canopy as Phase One; and a drive-thru quick-serve restaurant with carwash for Phase Two. The property, identified by Assessor's Parcel Numbers 071-080-007 & 071-500-036, consisting of 5.2 acres, is located on the northeast corner of the intersection of State Highway 49 and State Highway 193, within the Cool Rural Center, in the Cool area, submitted by Melvin Higginbotham, architect;

Staff recommends the Planning Commission take the following actions:
1. Adopt the Mitigated Negative Declaration based on the Initial Study prepared by staff, subject to CEQA findings;
2. Adopt the Mitigation Monitoring and Reporting Program (MMRP) in accordance with CEQA Guidelines Section 15074(d), incorporated as Conditions of Approval; and
3. Approve Design Review DR22-0007, based on the Findings and subject to the Conditions of Approval as presented.

(Supervisorial District 4)

Notes:			
Code Sections:		**Agenda Date:**	02/26/2026
		Agenda Number:	4.
Sponsors:		::	
Attachments:	A - Staff Report, B - Findings, C - Conditions of Approval, D.1 - Staff Report Exhibits A-D, D.2 - Staff Report Exhibits E-J, D.3 - Staff Report Exhibits K-L, D.4 - Staff Report Exhibits M-O, E - Public Noticing, F - Staff Presentation	::	
::		::	
Contact:	Lela Shelley	::	

History of Legislative File

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:

Text of Legislative File 26-0263

Hearing to consider DESIGN REVIEW PERMIT, DR22-0007/Cool Station Automobile-Based Commercial Project request for a proposed two-phase construction to include a convenience store and fuel canopy as Phase One; and a drive-thru quick-serve restaurant with carwash for Phase Two. The property, identified by Assessor's Parcel Numbers 071-080-007 & 071-500-036, consisting of 5.2 acres, is located on the northeast corner of the intersection of State Highway 49 and State Highway 193, within the Cool Rural Center, in the Cool area, submitted by Melvin Higginbotham, architect;

Staff recommends the Planning Commission take the following actions:
1. Adopt the Mitigated Negative Declaration based on the Initial Study prepared by staff, subject to CEQA findings;
2. Adopt the Mitigation Monitoring and Reporting Program (MMRP) in accordance with CEQA Guidelines Section 15074(d), incorporated as Conditions of Approval; and
3. Approve Design Review DR22-0007, based on the Findings and subject to the Conditions of Approval as presented.

(Supervisorial District 4)

DISCUSSION / BACKGROUND

Request for a proposed two-phase construction to include a convenience store and fuel canopy as Phase One; and a drive-thru quick serve restaurant with carwash for Phase Two. The property, identified by Assessor's Parcel Numbers 071-080-007 & 071-500-036, consisting of 5.2 acres, is located on the northeast corner of the intersection of State Highway 49 and State Highway 193, within the Cool Rural Center, in the Cool area, Supervisorial District 4. (County Planner: Lela Shelley, email: Lela.Shelley@edcgov.us) (Environmental Document: A Mitigated Negative Declaration determination based on an Initial Study prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines)

A Staff Report is attached.

CONTACT

Lela Shelley
Planning and Building Department, Planning Division

COUNTY OF EL DORADO
PLANNING AND BUILDING DEPARTMENT
PLANNING COMMISSION
STAFF REPORT

Date: February 26, 2026

Staff: Lela Shelley

DESIGN REVIEW PERMIT

FILE NUMBER: DR22-0007/Cool Station Automobile-Based Commercial Project

APPLICANT: Melvin Higginbotham, Architect

OWNER: David W Dwelle / David M Dwelle Trustees, Nella Invest, LLC

REQUEST: Design Review Permit for proposed two-phase construction to include a convenience store and fuel canopy as Phase One; and a drive-thru quick serve restaurant with carwash for Phase Two.

LOCATION: Northeast corner of the intersection of State Highway 49 and State Highway 193, within the Cool Rural Center, in the Cool area (Exhibit A).

SUPERVISOR DISTRICT: 4

APN: 071-080-007 & 071-500-036 (Exhibit B)

ACREAGE: 5.2 Acres

GENERAL PLAN: Commercial (C) (Exhibit C)

ZONING: General Commercial (CG), Community Design Review (CG-DC) (Exhibit D)

ENVIRONMENTAL DOCUMENT: A Mitigated Negative Declaration determination based on an Initial Study prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines (Exhibit M).

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

1. Adopt the Mitigated Negative Declaration based on the Initial Study prepared by staff, subject to CEQA findings;

2. Adopt the Mitigation Monitoring and Reporting Program (MMRP) in accordance with CEQA Guidelines Section 15074(d), incorporated as Conditions of Approval; and

3. Approve Design Review DR22-0007, based on the Findings and subject to the Conditions of Approval as presented.

BACKGROUND/EXISTING CONDITIONS/SITE CHARACTERISTICS

The project site is located on the western slope of the Sierra Nevada foothills, within the Cool Rural Center. The project proposal consists of two (2) undeveloped parcels which are mostly flat, gently sloping to the southwest. The site primarily consists of highly disturbed grassland vegetation, bare soil, patches of gravel and some paved areas. A cluster of native oak trees, pine trees and rock outcroppings on the eastern portion of the site would remain. A cluster of rock outcrops occupy much of the western portion of the project site. An existing utility corridor runs east/west through the southern portion of the project site, as well as a paved pedestrian/bicycle path which would be extended as part of this proposal.

PROJECT DESCRIPTION

This project is a Design Review Permit for the two-phase construction and occupancy of a 7,205-square-foot commercial building, fueling station, and carwash. Phase One consists of a 4,620-square-foot convenience store and a 3,024-square-foot fuel canopy. Phase Two would expand the commercial building to include a 2,585-square-foot drive-thru quick serve restaurant and development of an 1,892-square-foot carwash.

The facility would be developed near the center of the project site, with the main frontage facing State Highway 193 (Georgetown Road) to the south. The fuel canopy would sit 55 feet south of the commercial facility and includes 360-degree clearance around the whole fueling area. Two (2) fuel tanks are proposed to sit 52 feet north of the commercial facility. The project would include 56 parking stalls, six (6) bicycle stalls, 12 spaces under the fuel canopy, and a trash enclosure. Three (3) of the spaces would accommodate trailers or recreational vehicles, and two (2) electric vehicle charging stalls. The site plans reflect an Americans with Disabilities Act (ADA) accessible pedestrian crosswalk connecting each entrance to the commercial buildings. There is an additional

pedestrian crosswalk connecting to the trash enclosure.
Site access would be provided via two (2) encroachments: one (1) from State Highway 49 and one (1) from State Highway 193. There is a trailway which runs along the frontage of the site along State Highway 193. The trailway would be preserved as part of the proposed project and would be provided with 14 parking stalls with easy access to the trailhead.
The project proposes landscaping to surround the whole developed site, a landscaped area to surround the drive-thru, and several landscape islands breaking up lines of parking stalls. The site would result in 70% of lot area being covered with impervious surface.

The proposed commercial facility, including the Phase Two carwash, would have consistent exterior finishing. Both structures would sit at a height of 24 feet and would include a brick veneer wainscoting. Siding would be painted with earthtone sand, and earthtone brown, with a darker terra cotta trim. The main commercial building would have a metal roof in a dark zinc gray. The carwash building would have a parapet design in the same earthtone color scheme (Exhibit F).

Utilities would connect into the existing public water service provided by Georgetown Divide Public Utility District (GDPUD) and electric service by Pacific Gas and Electric (PG&E). Wastewater sanitation would be provided via a private septic system on adjacent parcel to the east (APN 071-500-036).

STAFF ANALYSIS

The project is proposed on a CG-DC zoned parcel (Exhibit D) with the General Plan land use designation of C. The proposed multi-tenant commercial facility is permitted by right within the CG zone with approval of a Design Review Permit, per the design review zoning overlay review requirements. The identified location of the proposed commercial facility complies with the setback standards of the zone district. The proposed commercial facility meets the required development and design standards as described in the Findings. Staff has determined that the project, as proposed, is consistent with the applicable County General Plan policies and Zoning Ordinance requirements, as discussed in the Findings.

Environmental Review

In accordance with the CEQA, staff has prepared an Initial Study analyzing the potential environmental effects resulting from implementation of the project (Exhibit M). Based on the Initial Study, a Mitigated Negative Declaration has been prepared with five (5) mitigation measures (MM 3.4-1, MM 3.4-2, MM 3.5-1, MM 3.18-1, and MM 3.18-2), for potential impacts to Biological Resources, which would lessen the potential impacts to less than significant. A MMRP incorporates these measures (Exhibit N), and public comments were received and considered (Exhibit O).

According to CEQA Guidelines Section 15075, filing a Notice of Determination (NOD) is required to initiate a 30-day statute of limitations on legal challenges to the County's environmental determination. The filing of the NOD is optional; however, not filing the NOD extends the statute of limitations for legal challenges to the project from 30 days to 180 days. Should the applicant choose to have the NOD filed and recorded, the applicant shall submit to the Planning Division a recording fee of $50.00, as required by the County Recorder, as well as the current 2026 California Department of Fish and Wildlife CEQA review fee for a Mitigated Negative Declaration, $3,043.75. This fee is used to help defray the cost of managing and protecting the State's fish and wildlife resources.

Agency Review

The project was reviewed by County agencies including the Air Quality Management District, Department of Transportation (DOT), Environmental Management Department, Stormwater Department, Parks and Trails, Economic Development, and Surveyor's Office. Outside agencies included El Dorado Irrigation District (EID), El Dorado Fire Protection District, GDPUD, Georgetown Divide Recreation District, Caltrans, CalFire, and PG&E were also consulted. Responses and comments by these agencies have been incorporated into the Conditions of Approval. This project was reviewed by the Cool Pilot Hill Advisory Committee (CPHAC) on March 31, 2023, and a second meeting was held voluntarily by the applicant on May 15, 2023, to present how the project was revised to address comments.

REVIEW AUTHORITY

The Planning and Building Department Director has the authority to defer original approval authority on staff-level projects to the Planning Commission, based on the complexity of the proposal, according to Note B of Table 130.50.030.A—Review Authority. For this project, the Planning and Building Department Director has chosen to defer original approval authority to the Planning Commission.

SUPPORT INFORMATION

Attachments to Staff Report:

Findings
Conditions of Approval

Exhibit A.....Location Map
Exhibit B.....Aerial Map
Exhibit C.....General Plan Land Use Map
Exhibit D.....Zoning Map
Exhibit E.....Site Plan
Exhibit F.....Exterior Elevations
Exhibit G.....Architectural Renderings
Exhibit H.....Signage
Exhibit I.....Preliminary Landscape Plan
Exhibit J.....Photometric Site Plan
Exhibit K.....Traffic Analysis Study
Exhibit L.....Pre-Application PA21-0021
Exhibit M.....Initial Study/Proposed Mitigated Negative Declaration (IS/MND)
Exhibit N.....Mitigation Monitoring and Reporting Program (MMRP)
Exhibit O.....CEQA Comments

\\CDAData\DS-Shared\DISCRETIONARY\DR\2022\DR22-0007 Cool Commercial_PC

FINDINGS

Design Review Permit DR22-0007/Cool Station Automobile-Based Commercial Project
Planning Commission/February 26, 2026

1.0 CEQA FINDINGS

1.1 El Dorado County has considered the Mitigated Negative Declaration together with the comments received during the public review process. The Mitigated Negative Declaration reflects the independent judgment of the County and has been completed in compliance with the California Environmental Quality Act (CEQA) and is adequate for this project (Exhibit M).

1.2 Public Resources Code Section 21081.6 requires the County to adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment. The approved project description and Conditions of Approval, with their corresponding permit monitoring requirements, are hereby adopted as the monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation (Exhibit N).

1.3 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Planning and Building Department, Planning Division, at 2850 Fairlane Court, Placerville, CA, 95667.

2.0 GENERAL PLAN FINDINGS

2.1 The project is consistent with General Plan Policy 2.1.2.3

To meet the commercial and service needs of the residents of the Rural Centers and Rural Regions, the predominant land use type within Rural Centers shall be commercial and higher density residential development.

Rationale: This project proposes construction and occupancy of a two-phase 7,205-square-foot commercial building, fueling station, and carwash. Phase One consists of a 4,620-square-foot convenience store and a 3,024-square-foot fuel canopy. Phase Two would expand the commercial building to include a 2,852-square-foot drive-thru quick serve restaurant and development of an 1,892-square-foot carwash, located within the Cool Rural Center. The project is consistent with this policy because it would result in commercial amenities for the Cool Rural Center.

2.2 **The project is consistent with General Plan Policy 2.2.1.2.**

General Plan Policy 2.2.1.2 identifies that the purpose of the Commercial (C) land use designation is to provide a full range of commercial retail, office, and service uses to serve the residents, businesses, and visitors of El Dorado County.

Rationale: The El Dorado County General Plan designates the subject site as C. The proposed Design Review Permit proposes a two-phase commercial development to include a drive-thru quick serve restaurant, a convenience store, a fuel canopy, a future carwash, and a pad for future building expansion, which is consistent with the C designation. Therefore, this proposal is consistent with this policy.

2.3 **The project is consistent with General Plan Policy 2.2.5.2**

General Plan Policy 2.2.5.2 requires that all applications for discretionary projects or permits shall be reviewed to determine consistency with the policies of the General Plan.

Rationale: This section regarding General Plan findings verifies compliance with this policy. Therefore, this proposal is consistent with this policy.

2.4 **The project is consistent with General Plan Policy 2.2.5.21**

General Plan Policy 2.2.5.21 requires that development projects be located and designed in a manner that avoids incompatibility with adjoining land uses.

Rationale: The proposed project has been reviewed by the Cool Pilot Hill Advisory Committee (CPHAC) and staff. Surrounding uses include similarly zoned commercial parcels. A multi-tenant commercial facility is an allowed use within the General Commercial (CG) zone district. The structures have been designed with earthtones, and features complimenting the historic look and feel of the area. Therefore, the project is located within a compatible commercial area and has been designed to be compatible with adjoining land uses.

2.5 **The project is consistent with General Plan Policy 2.6.1.3**

General Plan Policy 2.6.1.3 requires discretionary projects reviewed prior to the adoption of the Scenic Corridor Ordinance, that would be visible from any of the important public scenic viewpoints identified in Table 5.3-1 and Exhibit 5.3-1 of the El Dorado County General Plan Draft Environmental Impact Report, be subject to design review, and Policies

2.6.1.4, 2.6.1.5, and 2.6.1.6 shall be applicable to such projects until scenic corridors have been established.

Rationale: This project is being evaluated through the design review process; therefore, it is consistent with this policy.

2.6 **The project is consistent with General Plan Policy 2.7.1.1**

General Plan Policy 2.7.1.1 requires The Sign Ordinance to include design review for signs within the foreground and background of the designated scenic corridors commensurate with the goal of scenic corridor viewshed protection.

Rationale: This project is being evaluated through the design review process, therefore is consistent with this policy.

2.7 **The project is consistent with** G**eneral Plan Policy 5.1.2.1.**

General Plan Policy 5.1.2.1 requires a determination of the adequacy of the public services and utilities to be impacted by that development.

Rationale: Per Pacific Gas and Electric (PG&E) and Georgetown Divide Public Utility District (GDPUD), electricity, gas, and water, have been found to be available and adequate for the proposed development. A new septic system is proposed as part of this project. Additionally, El Dorado County Fire Protection District (Fire District) provides fire protection to the site. The Fire District has confirmed adequate service for this project as conditioned.

2.8 **The project is consistent with** G**eneral Plan Policy 5.2.1.2.**

General Plan Policy 5.2.1.2 requires that adequate quantity and quality of water for all uses, including fire protection, be provided with proposed development.

Rationale: The project was reviewed by the Fire District, and GDPUD for adequate public services capacity. The project area is currently provided with an adequate means of potable and emergency water supply, storage or conveyance facilities. The project, as conditioned, is consistent with this policy.

2.9 **The project is consistent with General Plan Policy 5.4.1.1.**

General Plan Policy 5.4.1.1 requires that storm drainage systems for discretionary

development 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.

Rationale: El Dorado County's Stormwater Division has reviewed and conditioned the project to adhere to the State of CA Phase II MS4 Permit and the County's Stormwater Management Plan; to provide an Erosion Sediment Control Plan; and to obtain a Construction General Permit. The project, as conditioned, is consistent with this policy.

2.10 **The project is consistent with General Plan Policy 6.2.3.2.**

General Plan Policy 6.2.3.2 (Adequate Access for Emergencies) requires the applicant demonstrate that adequate access exists or can be provided to ensure that emergency vehicles can access the site, and private vehicles can evacuate the area.

Rationale: Access has been reviewed by the Fire District, the Department of Transportation (DOT) and Caltrans (since both access points are on Caltrans maintained highways). The site, as designed, will have adequate access for emergency egress and ingress.

2.11 **The project is consistent with General Plan Policy 6.3.1.1.**

General Plan Policy 6.3.1.1 (Asbestos Requirements) requires that discretionary projects that require either a grading permit or building permit that would result in earth disturbance and are located in areas likely to contain naturally occurring asbestos comply with Air Quality Management District (AQMD) requirements.

Rationale: Current County records indicate the subject property is entirely located within the Asbestos Review Area. AQMD has provided conditions for this project, which includes the requirement of an Asbestos Dust Mitigation Plan Application be submitted and approved for the project prior to building permit issuance. The project, as conditioned, is consistent with this policy.

2.12 **The project is consistent with General Plan Policy 7.4.4.4.**

Policy 7.4.4.4 (Oak Resources Mitigation) requires that for all new development projects

or actions that result in impacts to oak woodlands and/or individual native oak trees, including Heritage Trees, the County shall require mitigation as outlined in the Oak Resources Management Plan (ORMP).

Rationale: There are trees on site, along the parcel boundaries, and within areas proposed for landscaping. No existing trees would be removed per the proposed project. Therefore, the project is consistent with this policy.

2.13 **The project is consistent with General Plan Policy TC-Xa**.

Traffic from residential development projects of five (5) or more units or parcels of land shall not result in, or worsen, Level of Service (LOS) F (gridlock, stop-and-go) traffic congestions during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.

Rationale: The project will not create residential units; therefore, this policy does not apply.

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 from the original Table TC-2 of the 2004 General Plan that are allowed to operate at LOS F without first getting the voter's approval.

Rationale: This is not applicable as the project is not requesting any modifications to Table TC-2.

The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.

Rationale: This is not applicable as the project is not requesting the county create an Infrastructure Financing District.

Before giving approval of any kind to a residential development project of five (5) 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.

Rationale: This project will not result units or parcels of land for residential development.

2.14 **The project is consistent with General Plan Policy TC-Xb.**

Policy TC-Xb ensures that potential development in the County does not exceed available roadway capacity.

Rationale: This policy is not applicable as this policy refers to the County preparing a Capital Improvement Program (CIP), preparing a Traffic Impact Mitigation (TIM) Fee Program, and monitoring traffic volumes.

2.15 **The project is consistent with General Plan Policy TC-Xc.**

Policy TC-Xc directs that developer paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development.

Rationale: This policy is not applicable as this policy directs how the County will pay for building the necessary road capacity.

2.16 **The project is consistent with General Plan Policy TC-Xd**.

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 Table TC-2 shall not exceed the ratio specified in that table. LOS 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 judgement of the DOT which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes."

Rationale: Pursuant to Table TC-2, State Highway 49 is allowed to operate at LOS F. The project is consistent with this policy.

2.17 **The project is consistent with General Plan Policy TC-Xe.**

For the purposes of this Transportation and Circulation Element, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

A. A two-percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or

B. The addition of 100 or more daily trips, or
C. The addition of ten or more trips during the a.m. peak hour or the p.m. peak hour.

Rationale: This project will generate more than 10 trips in the peak hour, and more than 100 daily trips. The thresholds in criteria A, B, or C of this policy are met, and a traffic study was therefore prepared by GHD. This traffic study determined that the addition of the project will result in acceptable LOS per General Plan Policy TC-Xd (Exhibit K). The project is consistent with this policy.

2.18 **The project is consistent with General Plan Policy TC-Xf**

At the time of approval of a tentative map for a single family residential subdivision of five (5) or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain LOS standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at ten-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County's 10-year CIP.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain LOS standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

Rationale: The addition of project traffic will not result in LOS deficiencies at any of the study intersections or roadway segments. Therefore, no roadway improvements are necessary to maintain or attain LOS standards detailed in the Transportation and Circulation Element. The project is consistent with this policy.

2.19 **The project is consistent with General Plan Policy TC-Xg**.

Each development project shall dedicate right-of-way, design and construct or fund any improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. This policy shall remain in effect indefinitely unless amended by voters.

Rationale: The project applicant has provided a traffic impact study (Exhibit K). DOT and Caltrans has provided Conditions of Approval regarding frontage and off-site improvements.

2.20 **The project is consistent with General Plan Policy TC-Xh.**

All subdivisions shall be conditioned to pay the traffic impact fees in effect at the time a building permit is issued for any parcel created by the subdivision

Rationale: This project does not create a subdivision. Therefore, this policy does not apply.

2.21 **The project is consistent with General Plan Policy TC-Xi.**

General Plan TC-Xi directs the County to coordinate and work with other agencies to plan for the widening of U.S. Highway 50.

Rationale: This policy is not applicable to the project as it is directed to the County to coordinate with other agencies.

3.0 ZONING FINDINGS

3.1 **The project is consistent with Section 130.22.010: Zones Established.**

The General Commercial (CG) zone provides a mix of more intensive commercial uses, such as light manufacturing, automobile repair, and wholesale activity; where outdoor storage or activity commonly occurs; and where residential, civic, and educational uses are limited to avoid conflicts with allowed uses.

Rationale: The proposed project for a new multi-tenant commercial facility, gas station, convenience store, quick serve restaurant, and carwash is consistent with the CG zoning designation.

3.2 **The project is consistent with 130.22.020: Allowed Uses and Permit Requirements for the Commercial Zones.**

The CG zone provides for by-right allowance for automotive and equipment fuel sales and repair shops (carwash), food and beverage retail sales, restaurants, as well as indoor retail sales and service.

Rationale: A drive-through facility is allowed by right when the project site is not located adjacent to a residentially zoned lot or residential use. The portion of the project that is adjacent to a legal non-conforming residential use is only used for access and septic for the project parcel. Therefore, a Conditional Use Permit is not required. The project is not allowed by-right because it is within a Design Review Community Combining Zone. This project is consistent with the list of allowed uses for the CG zone.

3.3 **The project is consistent with 130.22.030: Commercial Zone Development Standards.**

Section 130.22.030 of the Zoning Ordinance identifies the development standards for commercial zone districts. The CG zone is subject to a minimum lot size of 10,000 square feet, minimum lot width of 70 feet, front yard setbacks of 10 feet, secondary front yard setbacks of 10 feet, rear yard setbacks of five (5) feet, and side yard setbacks of five (5) feet, and a maximum height of 50 feet.

Rationale: This project, as proposed, is compliant with all applicable development standards as stated in Section 130.22.030 of the Zoning Ordinance. The lot size totals 5.2 acres, with a width in excess of 70 feet. Proposed setbacks are greater than the required setbacks on all sides.

3.4 **The project is consistent with Chapter 130.33 (Landscaping Standards) and the adopted Landscaping and Irrigation Standards.**

Rationale: The proposed project will include landscaping that surrounds the whole developed site, as well as a landscaped area to surround the drive-thru, the future carwash, and several landscape islands breaking up lines of parking stalls. The site would result in 70% of lot area being covered with impervious surface.

The project provides the required 50% parking lot landscaping shade.

The project will be subject to Model Water Efficient Landscaping Ordinance (MWELO) compliance through the grading and building permit process.

3.5 **The project is consistent with Chapter 130.34 (Outdoor Lighting) and the adopted Outdoor Lighting Standards.**

All outdoor lighting shall be located, adequately shielded, and directed such that no direct light falls outside the property line, or into the public right-of-way.

Rationale: The project as proposed meets the County's Outdoor Lighting requirements. The photometric plan demonstrates that all of its light fixtures are full cut-off and have an up light of 0. The light fixtures do not exceed 20 feet in height and are adequately located, shielded, and directed such that no direct light falls outside the property line, or into the public right-of-way. The lighting plans and documentation show that the maximum amount of lumens is not exceeded for the site (Exhibit J).

3.6 **The project is consistent with 130.35 (Off-street Parking and Loading Requirements).**

Section 130.35 of the Zoning Ordinance establishes off-street parking and loading requirements for commercial developments.

Rationale: The submitted plans demonstrate compliance with the County's Parking and Loading requirements. The project provides 56 stalls, two (2) of which are electric vehicle charging spaces, two (2) of which are Americans with Disabilities Act (ADA) accessible, and three (3) are oversized for trailer parking. Additionally, there are six (6) bicycle stalls and parking for 12 vehicles within the fueling canopy.

3.7 **The project is consistent with 130.36 (Signs).**

The proposed signs for the project must comply with Chapter 130.36 of the Zoning Ordinance, Signs. The new buildings will each have their own attached signs. According to Table 130.36.070.21b- Rural Center Area Signage Standards for Permanent On-Site Signs, building attached signs in the CG zoning district are limited to 50 square feet of max signage area per establishment with no more than 12 feet in height for freestanding signs (one [1] allowed per street frontage).

Rationale: This project proposes two (2) freestanding monument signs, the first frontage does not exceed the allowed 80 square feet, and the second frontage (off State Highway 193) does not exceed the allowed 40 square feet. Each establishment including the fuel canopy and carwash will have building attached signs that do not exceed the allowed 50 square feet.

3.8 **The project is consistent with 130.40.140 (Drive-Through Facilities).**

Section 130.40.140 of the Zoning Ordinance identifies the development standards for drive-through restaurant facilities. The development standards in this section are intended to supplement the standards in the underlying zone for drive-through facilities.

Rationale: The submitted plans demonstrate compliance with the design criteria of 130.40.140 Drive-Through Facilities by being at least 12 feet wide; demonstrate that an American Association of State Highway Transportation Officials (AASHTO) Passenger (P) Vehicle can negotiate any curves or turns in the drive-through lane; the inside radius is 20 feet; drive-through entrance/exits exceed required 50-foot minimum from property lines with residential uses or zones; and the entrance/exit does not face a residential zone or residential use. The drive-through lanes are separated from the standard parking lot area. The project will have the drive-through facility maintained and is subject to Conditions of Approval. The project is consistent and complies with the Drive-Through Facilities requirements.

3.9 **The project is consistent with Title 130.52.030 and the El Dorado Design Guide.**

The project has been reviewed in accordance with Section 130.52.030 of the County Zoning Ordinance, Design Review Permit. This process is applied to commercial projects with a Design Review-Community (-DC) Combining Zone. The Design Review process is limited to consideration of compliance with established standards, provided that the use proposed for the project site is an allowed use within the zone.

Rationale: As noted in Finding 3.1, the use is allowed in the CG zone. The project is located within the Cool Rural Center, which does not have a specific community design standard and as such, the project would default to the El Dorado County Design Guide. The project design, architectural treatments, and associated improvements substantially conform to the El Dorado County Design Guide and would not substantially detract from this commercial district. The project proposes traditional, historic western false front architecture, utilizing typical building elements such as parapet roofs

and wainscotting that are similar to the overall design (Exhibit F). Building colors would include earthtone sand, earthtone brown and terracotta trim.

4.0 DESIGN REVIEW FINDINGS

4.1 Design Review – Community Combining Zone

The project site is within a Design Review Community Combining Zone, subject to design review by the CPHAC. The project was heard by the CPHAC at their regularly scheduled meeting held on March 31, 2023. The CPHAC initially expressed concerns about whether there is a need for another gas station, and traffic. A second meeting was voluntarily held on May 15, 2023, by the applicant to present the project, revised to address many of the comments and concerns.

CONDITIONS OF APPROVAL

Design Review Permit DR22-0007/Cool Station Automobile-Based Commercial Project
Planning Commission/February 26, 2026

1. This Design Review Permit is based upon and limited to compliance with the project description, Conditions of Approval set forth below, and the hearing exhibits marked:

   Exhibit E .....Site Plan
   Exhibit F.....Exterior Elevations
   Exhibit H.....Signage
   Exhibit I .....Preliminary Landscape Plan
   Exhibit J .....Photometric Site Plan

   Any deviations from the project description, exhibits, or Conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above-described approval would constitute a violation of permit approval.

   The project description is as follows:

   Approval of Design Review Permit DR22-0007 would allow the two-phased construction of a 7,205-square-foot commercial building including a 2,585-square-foot drive-thru quick serve restaurant, and a 4,620-square-foot convenience store. An additional 3,024-square-foot fuel canopy would be developed alongside the commercial building as Phase One, with associated driveways, parking lot, utilities, signage, and landscaping improvements. Phase Two would include a 2,852-square-foot building expansion and the development of an 1,892-square-foot carwash. The project would include 56 parking stalls, six (6) bicycle stalls, trash enclosure, identified pedestrian crosswalk connecting each entrance to the commercial building, lighting and landscaping. Site access would be from an encroachment from State Highway 49, as well as another encroachment from State Highway 193.

Planning Division

2. **Permit Time Limits:** Pursuant to Zoning Ordinance Section 130.54.060.A, implementation of the project shall occur within 24 months of approval of this permit, otherwise the permit becomes null and void. It is the responsibility of the applicant to monitor the time limit and make diligent progress toward implementation of the project and compliance with Conditions of Approval.

3. **Condition Compliance**: Prior to issuance of any grading or building permit or commencement of any use authorized by this permit, the applicant shall provide a written description, together with appropriate documentation, showing conformance of the project with each Condition imposed as part of the project approval.

4. **Indemnity:** In the event of any legal action instituted by a third party challenging the validity of any provision of this approval, the landowner agrees to be responsible for the costs of defending such suit and shall hold County harmless from any legal fees or costs County may incur as a result of such action.

   The property owner shall defend, indemnify, and hold harmless El Dorado County and its agents, officers, or employees to attack, set aside, void, or annul an approval of El Dorado County concerning a Design Review Permit.

5. **Archaeological Resources:** In the event archeological resources are discovered during grading and construction activities, the applicant shall ensure that all such activities cease within 50 feet of the discovery until an archeologist can examine the find in place. If the find is determined to be a "unique archeological resource," contingency funding and a time allotment sufficient to allow recovering of an archeological sample or to employ one of the avoidance measures may be required under the provisions set forth in Section 21083.2 of the Public Resources Code. Construction work could continue on other parts of the project site while archeological mitigation takes place.

   If the find is determined to be a "unique archeological resource," the archaeologist shall determine the proper method(s) for handling the resource or item in accordance with Section 21083.2(b-k) of the Public Resources Code. Any additional costs as a result of complying with this section shall be borne by the project applicant. Grading and construction activities may resume after appropriate measures are taken or the site is determined a "non-unique archeological resource."

6. **Human Remains:** In the event of the discovery of human remains, all work shall cease, and the County Coroner shall be immediately notified pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code and Section 5097.98 of the Public Resources Code. The Coroner shall make his or her determination within two (2) working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the Coroner of the discovery or recognition of the human remains. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, he or she shall contact, by telephone within 24-hours, the Native American Heritage Commission.

Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in Section 5097.98 of the Public Resources Code, with the most likely descendants regarding their recommendations. The descendants shall complete their inspection and make their recommendation within 48 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials or other proper method(s) for handling the remains in accordance with Section 5097.98(b-h). Any additional costs as a result of complying with this section shall be borne by the project applicant. Grading and construction activities may resume after appropriate measures are taken.

El Dorado County Fire Protection District (Fire Department)

7. **Fire Flow:** The California Fire Code (CFC), as amended locally, requires the minimum fire flow for the commercial development to meet the current CFC and Local Ordinances.

8. **Sprinklers:** The building(s) shall have fire sprinklers installed in accordance with the National Fire Protection Association (NFPA) 13, including all Building Division and Fire Department requirements.

9. **Hydrants:** This development shall install Dry Barrel Fire Hydrants which conform to the Georgetown Divide Public Utility District specifications for the purpose of providing water for fire protection. The location and spacing between hydrants in this development shall be determined by the Fire Department.

10. **Storage** of flammable and combustible liquids in containers and tanks shall be in accordance with, but not limited to, the current CFC and NFPA Standards.

11. **Fire Department Access:** Approved fire apparatus access roads and driveways shall be provided for every facility, building, or portion of a building. The fire apparatus access roads and driveways shall comply with the requirements of El Dorado County Fire Protection District as well as State Fire Safe Regulations as stated below (but not limited to):
    a. All roadways shall be a minimum of 20 feet wide, providing two (2) 10-foot traffic lanes, not including shoulder and striping.

b. The fire apparatus access roads and driveways shall extend to within 150 feet of all portions of each facility and all portions of the exterior of the first story of the building as measured by an approved route around the exterior of the building or facility.
c. Driveways and apparatus access shall have unobstructed vertical clearance of 15 feet and a horizontal clearance providing a minimum of 2 feet on each side of the required driveway or roadway width. Fuel hazard reduction should be at least 10 feet wide on both sides of the roadway and driveways.

12. **Roadway Surface:** Roadways shall be designed to support the imposed load of fire apparatus weighing at least 75,000 pounds and provide all-weather driving conditions. All-weather surfaces shall be asphalt, concrete or other approved driving surface. Project proponent shall provide engineering specifications to support design if request by the local Authority Having Jurisdiction (AHJ).

13. **Roadway Grades:** The grade for all roads, streets, private lanes and driveways shall not exceed 16% if paved or concrete.

14. **Traffic Calming:** This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway. All other proposed traffic calming devices shall require approval by the fire code official.

15. **Turning Radius**: The required turning radius of a fire apparatus access road/driveway shall be determined by the fire code official. Current requirements are 40 feet inside and 56 feet outside.

16. **Building Access and Gates**: Access shall meet the El Dorado County Fire District requirements, including an approved Knox access.

17. **Fencing:** Lots that back up to wildland open space shall be required to use non-combustible type fencing.

18. **Parking and Fire Lanes:** All parking restrictions as stated in the current CFC and the current El Dorado County Fire Protection District Ordinance shall be in effect. All streets with parking restrictions will be signed and marked with red curbs as described in the El Dorado County Regional Fire Protection Standard titled “No Parking-Fire Lane”. All curbs in the parking lot(s) that are not designated as parking spaces will be painted red and marked every 25 feet “No Parking - Fire Lane.” This shall be white letters on a red background. There shall be a designated plan page that shows all Fire Lanes as required by

the El Dorado County Regional Fire Protection Standard B-004 "No Parking-Fire Lane" and the fire code official.

19. **Addressing:** Approved numbers or addresses shall be provided for all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property and shall meet all addressing requirements.

20. **Landscaping:** The landscaping plan shall be reviewed by the Fire Department to ensure that trees, plants, and other landscaping features proposed to be adjacent to the Fire Apparatus Access roads, Fire and Life Safety equipment, and near address locations on buildings and monuments will not impede fire apparatus access or visual recognition.

21. **Improvement (Civil) Plans:** A Fire plan sheet shall be included in the improvement plans that shows or lists all requirements from the Fire Department as they relate to design of the commercial development. These requirements include, but are not limited to, Fire Lanes (and how they relate to allowed parking), Hydrants, Turning Radius of all turns, Slope % of Roads/Driveways, Points of Egress for the Public and Emergency Personnel, Underground water mains, Road Widths, Gates, etc.

Department of Transportation (DOT)

22. **Frontage Improvements to SR49:** Construct an eight-foot-wide Class 2 Bike Lane from the existing curb ramp at State Highway 49 and State Highway 193, in the northbound direction on State Highway 49 along the property frontage. Obtain an encroachment permit(s) from Caltrans for improvements within State right-of-way. Complete this work to the satisfaction of Caltrans.

23. **Frontage Improvements to State Highway 193:** Reconstruct the existing Class 1 Bike Lane along the north side of State Highway 193 where the proposed project driveway crosses the pedestrian/bicycle path. Install warning signs for trail users (Driveway Ahead) and motorists (Trail Xing W11-15 & W11-15P). Obtain an encroachment permit(s) from Caltrans for improvements within State right-of-way. Complete this work to the satisfaction of Caltrans.

24. **Encroachment permits:** Obtain encroachment permits from Caltrans for improvements within the State right-of-way.

25. **Consistency with County Codes and Standards:** Obtain approval of project improvement plans and cost estimates consistent with the Design and Improvement

Standards Manual (as may be modified by these Conditions of Approval or by approved Design Waivers) from the County and pay all applicable fees prior to issuance of a building permit.

Ensure the project improvement plans and grading plans conform to the County of El Dorado *Grading, Erosion and Sediment Control Ordinance, Grading Design Manual, the Drainage Manual, Stormwater Ordinance (Ord. No. 5022), Off-Street Parking and Loading Ordinance, all applicable State of California Water Quality Orders, the State of California Handicapped Accessibility Standards, and the California Manual on Uniform Traffic Control Devices (MUTCD).*

26. **Easements:** All existing and proposed easements shall be shown on the project grading plans and improvement plans.

27. **Import/Export Grading Permit:** Any import, or export to be deposited or borrowed within El Dorado County, shall require an additional grading permit for that offsite grading.

28. **Grading Plan Review:** Grading and improvement plans shall be prepared and submitted to the El Dorado County Resource Conservation District (RCD) and DOT. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, DOT shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. Grading plans shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance and El Dorado County Stormwater Management Plan. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation, and the potential discharge of pollutants into drainages.

29. **RCD Coordination:** The timing of construction and method of re-vegetation shall be coordinated with the RCD. If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to DOT. DOT shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15.

30. **Geotechnical Report:** Prepare and submit a Geotechnical Report with the project Grading or Improvement plans for review by the County Engineer. Incorporate the findings of the Report into Grading and Improvement Plans. The El Dorado County Grading Design

Manual contains standards for content and scope of Geotechnical Reports; however, the County Engineer may require additional or specialized information.

31. **Stormwater Management:** The County is subject to the State of California's Phase II MS4 Permit. Thus, the County's post construction water quality requirements follow those outlined in that Permit or any superseding Permit at the time of application submittal. Projects typically qualify as "Small" or "Regulated/Hydromodification" projects under the current MS4 Permit / West Slope Development and Redevelopment Standards and Post Construction Stormwater Plan Requirements if improvements will create or replace 2,500 square feet or more of impervious surface, including offsite improvements. Show detention and/or retention facilities on the project improvement plans to fully mitigate any increased runoff peak flows and volumes in accordance with the County Drainage Manual.

32. **Water Quality Stamp:** Include a stormwater quality message stamped into the concrete on new or reconstructed drainage inlets, conforming to the Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 4, Fact Sheet SD-1. Obtain approval of proposed message from County Engineer prior to construction.

33. **Regulatory Permits and Documents:** Incorporate all regulatory permits and agreements between the project and any State or Federal Agency into the project Grading and Improvement Plans prior to the start of construction of improvements. Grading or Improvement plans for any phase may be approved prior to obtaining regulatory permits or agreements for that phase, but grading/construction of improvements may not proceed until the appropriate permits or agreements are obtained and the grading/improvement plans reflect any necessary changes or modifications to reflect such permits or agreements. Project conditions of approval shall be incorporated into the Project Improvement Plans when submitted for review.

34. **Electronic Documentation:** Upon completion of the required improvements, provide As-Built Plans to the County Engineer in Portable Document Format (PDF), and provide final Drainage and Geotechnical reports, and structural wall calculations to the County Engineer in PDF.

California Department of Transportation (Caltrans)

35. **Highway Operations:** Provide construction details for the driveways that are consistent with the design guidelines in the Appendix J and Caltrans Highway Design Manual. The multiuse path design shall conform to the guidelines and standards outlined in the Caltrans Design Information Bulletin (DIB) 82.

36. **Complete Streets:** This project proposes to construct a Class II bike path in the northbound direction on State Highway 49 along the property frontage. This will provide connection between the facilities at the intersection and the amenities and services to the north. Safety for those using this new Class II facility would be improved with additional lighting on the frontage side of the property. If space allows, please consider including a striped buffer for the bike lane. Therefore, lighting and a striped bike lane buffer are strongly encouraged to be included with improvements included with this project.

37. **Environmental:** During the encroachment permit process, address any significant or potential impacts to the recognized cultural resources.

38. **Hydraulics:** No net increase to 100-year storm event peak discharge may be realized within the State's highway right of way (ROW) and/or Caltrans drainage facilities as a result of the project. Any cumulative impacts to Caltrans drainage facilities arising from the effects of development on surface water runoff discharge from the 100-year storm event should be minimized through project drainage mitigation measures**.**

    Increases in peak runoff discharge for the 100-year storm event to the State's highway ROW and Caltrans' highway drainage facilities must be reduced to at or below the pre-construction levels. The cumulative effects on drainage due to development within the region should be considered in the overall development plan of this area.

    All grading and/or drainage improvements must maintain or improve existing drainage pathways and may not result in adverse hydrologic or hydraulic conditions within the State's highway ROW or to Caltrans drainage facilities. The developer must maintain or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of stormwater management Best Management Practices (i.e., “Provide a safe and reliable transportation network that serves all people and respects the environment” detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.). Once installed, the property owner must adequately maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.

    Runoff from the proposed project that will enter the State's highway ROW and/or Caltrans drainage facilities must meet all regional water quality control board water quality standards before entering the State's highway ROW or Caltrans drainage facilities. Appropriate stormwater quality Best Management Practices may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands,

sediment, etc.). Once installed, the property owner must adequately maintain these systems in perpetuity.

All work proposed and performed within the State's highway ROW must be per Caltrans' standards and require a Caltrans Encroachment Permit before commencing construction. For the Encroachment Permit application, provide drainage plans and calculations for the pre and post-100-year peak run-off (quantities and velocities) and water quality treatment for all discharges to the State's highway ROW and Caltrans' highway drainage facilities.

39. **Right of Way:** During the encroachment permit process, mapping will need to include corners found showing resolution of state boundaries along State Highway 49 and State Highway 193. Current record maps have been attached. Applicant or their representatives may also need to identify any possible vulnerable survey monuments in the development area that will need to be preserved and/or perpetuated, as required by PE Act 6731.2 and PLS Act 8771. 1.

40. **Encroachment Permit**: Any project or work, including access modification and drainage work, that takes place along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to Encroachment Permits Offices as indicated here: California Department of Transportation District 3, Office of Permits 703 B Street Marysville, CA 95901 D3encpermit@dot.ca.gov

Georgetown Divide Public Utility District (GDPUD)

41. Submit proper application and payment of the appropriate charges for water service.

Surveyor's Office

42. **Addressing:** Applicant will be required to coordinate with the County Surveyor's Office to ensure that all buildings on the subject parcel are addressed in compliance with County Code, Chapter 110.04. Compliance is required within 30 days of approval.

43. **Monuments:** All boundary monuments disturbed during project construction shall be reset by a Professional Land Surveyor or Qualified Engineer as defined by Section 8771 of the California Business and Professions Code (Land Surveyors Act).

El Dorado County Stormwater Management

44. Construct post-construction stormwater mitigation measures to capture and treat the 85th percentile 24-hour storm event as outlined in the CA Phase II MS4 Permit and the County's West Slope Development and Redevelopment Standards and Post Construction Stormwater Plan. Post-construction stormwater mitigation measures for the two-year 24-hour storm events shall be required as applicable.

    Include detention and/or retention facilities (e.g., bioretention basins, swales, detention ponds, etc.) on the project improvement plans to fully mitigate any increased runoff peak flows and volumes in accordance with the County Drainage Manual. As an alternative, the project may propose distributed source control measures to be constructed for various impervious surfaces to achieve the same effect. The property owner is responsible for maintenance and operations of such facilities in perpetuity.

Pacific Gas and Electric (PG&E)

45. Work with PG&E's Service Planning Department https://www.pge.com/cco/ for gas and electric service.

    Before digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of two (2) working days prior to commencing any work.

Environmental Management Department (EMD)

46. **Environmental Health:** A plan review will be required for the convenience store and drive through restaurant prior to construction, and the facilities will be required to be constructed to the standards of the California Retail Food Code. A pre-opening inspection by EMD will be required after facility construction has been completed. Both the convenience store and the drive through restaurant will be required to have an annual health permit issued to them by EMD and annual inspections of the facilities will be conducted once they are open to the public.

    The septic system design will be required to be submitted in conjunction with the building permit for this project. The septic system will be a commercial septic system and will require a 300% minimum replacement area for the leach field. A grease interceptor will also be required as part of the septic system design to prevent grease from the food facilities from entering the septic system leach field. The septic system must be designed to meet the standards of the El Dorado County Local Agency Management Plan and Onsite

Wastewater Treatment Systems Manual (OWTS manual). If the septic system is designed for anything close to 10,000 gallons per day of wastewater flow, it will have to be permitted by the State Water Resources Control Board.

47. **Hazardous Materials: EMD Certified Unified Program Agency (CUPA)/Hazmat:** The facility will handle hazardous materials and generate hazardous waste. Within 30 days of becoming operational, the facility will be required to submit their hazardous materials and business information into the California Environmental Reporting System (CERS), their information must be accepted by the CUPA prior to a CUPA permit being issued.

48. **Construction and Demolition (C&D) Debris Recycling**: State law mandates that a minimum of 65% of the waste materials generated from covered Construction and Demolition projects must be diverted from being landfilled by being recycled or reused on site. Visit the El Dorado County website for the Construction and Demolition Debris Recycling Ordinance Program information and requirements.

49. **SB 1383 – Short-lived Climate Pollutants (Non-Residential):** State and County law requires that all non-residential dwellings that generate at least two (2) cubic yards of solid waste per week have an organics recycling program for the following types of organic wastes: green waste, landscape, pruning waste, food waste, and food-soiled paper.

50. **Trash and Recycling Enclosures (Commercial) :** New Commercial construction or additions resulting in more than 30% of the floor area shall provide readily accessible areas identified for the storage and collection of Blue Container and Green Container materials, consistent with the three-, three-plus, or two-container collection program offered by the Jurisdiction, or shall comply with provisions of adequate space for recycling for Multi-Family and Commercial premises pursuant to Sections 4.408.1, 4.408.1, 5.408.1, and 5.410.1 of the California Green Building Standards Code, 24 CCR Part 11 as amended provided amended requirements are more stringent than the CALGreen requirements for adequate recycling space effective January 1, 2020.

Air Quality Management District (AQMD)

51. **Asbestos Dust:** County records indicate the subject property is entirely located within the Asbestos Review Area. An Asbestos Dust Mitigation Plan (ADMP) Application with applicable fees shall be submitted to and approved by the AQMD prior to project construction if the project moves more than 20 cubic yards of soil, pursuant to AQMD Rule 223.2, Fugitive Dust – Asbestos Hazard Mitigation. Mitigation measures for the control of

fugitive dust shall comply with the requirements of Rule 223, Fugitive Dust – General Requirements, and Rule 223.2 Fugitive Dust – Asbestos Hazard Mitigation.

52. **Paving**: Project construction and related paving shall adhere to AQMD Rule 224, Cutback and Emulsified Asphalt Paving Materials if applicable.

53. **Painting/Coating:** The project construction may involve the application of architectural coatings, which shall adhere to AQMD Rule 215, Architectural Coatings.

54. **Open Burning:** Burning of waste vegetation that results from "Land Development Clearing" must be permitted through the AQMD. Only dry vegetative waste materials originating from the property may be disposed of using an open outdoor fire. Burning shall adhere to AQMD Rule 300, Open Burning.

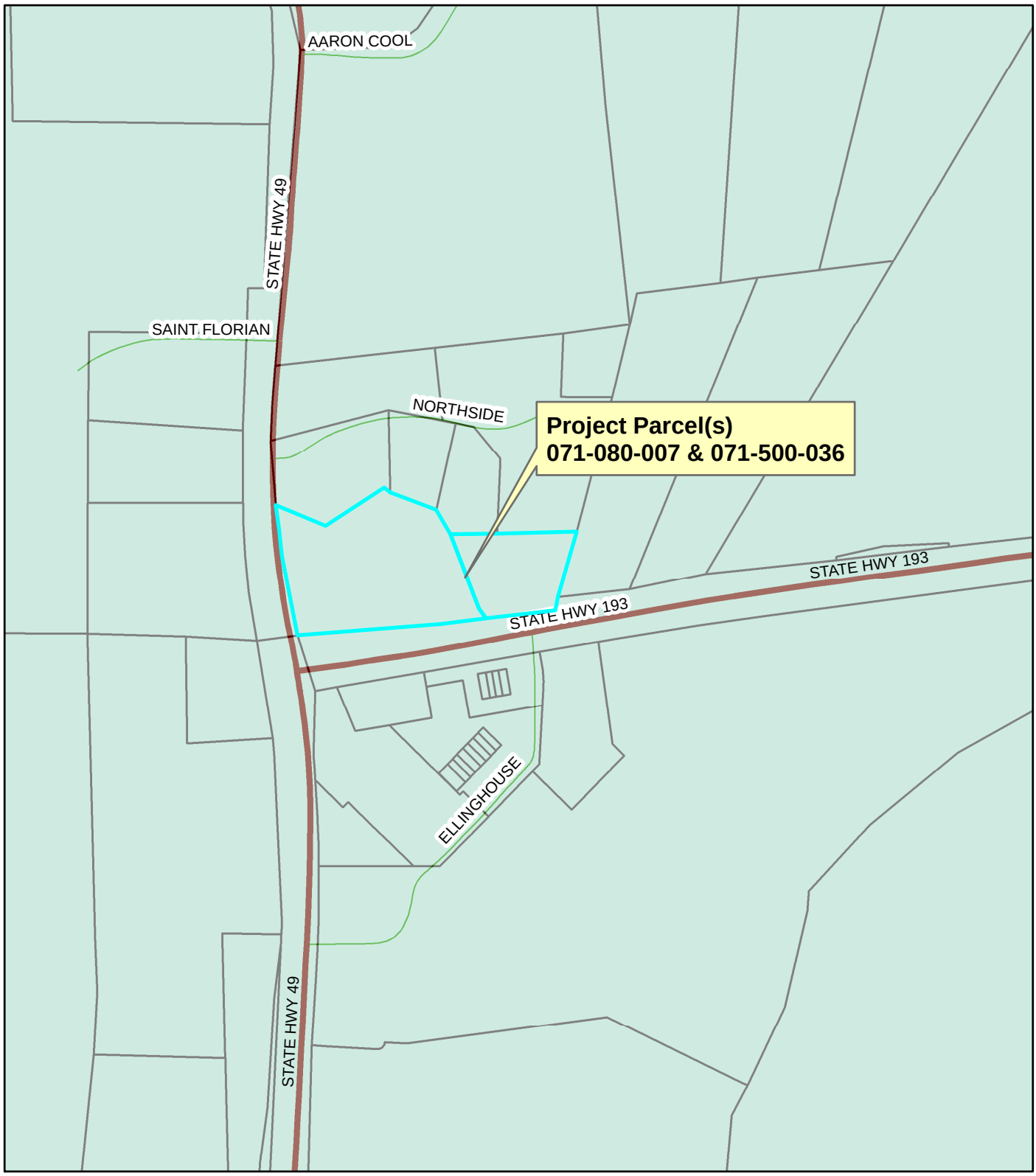
55. **Construction Emissions**: During construction, all self-propelled diesel-fueled engines greater than 25 horsepower shall be in compliance with the California Air Resources Board (CARB) Regulation for In-Use Off-Road Diesel Fueled Fleets (§ 2449 et al, title 13, article 4.8, Chapter 9, California Code of Regulations [CCR]). The full text of the regulation can be found at CARB's website here: https://ww2.arb.ca.gov/our-work/topics/construction-earthmoving-equipment

    Questions on applicability should be directed to CARB at 1.866.634.3735. CARB is responsible for enforcement of this regulation.

56. **Portable Equipment:** All portable combustion engine equipment with a rating of 50 horsepower or greater shall be registered with CARB. A copy of the current portable equipment registration shall be with said equipment. The applicant shall provide a complete list of heavy-duty diesel-fueled equipment to be used on this project, which includes the make, model, year of equipment, and daily hours of operations of each piece of equipment.

57. **Electric Vehicle (EV) Charging – Non-Residential**: The project shall comply with the Non-Residential Mandatory Measures identified in the 2022 CALGreen Building Code to facilitate future installation and use of EV chargers. Please refer to: https://www.dgs.ca.gov/BSC/CALGreen

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit A - Location Map



0 0.05 0.1 0.2 0.3 0.4 Miles

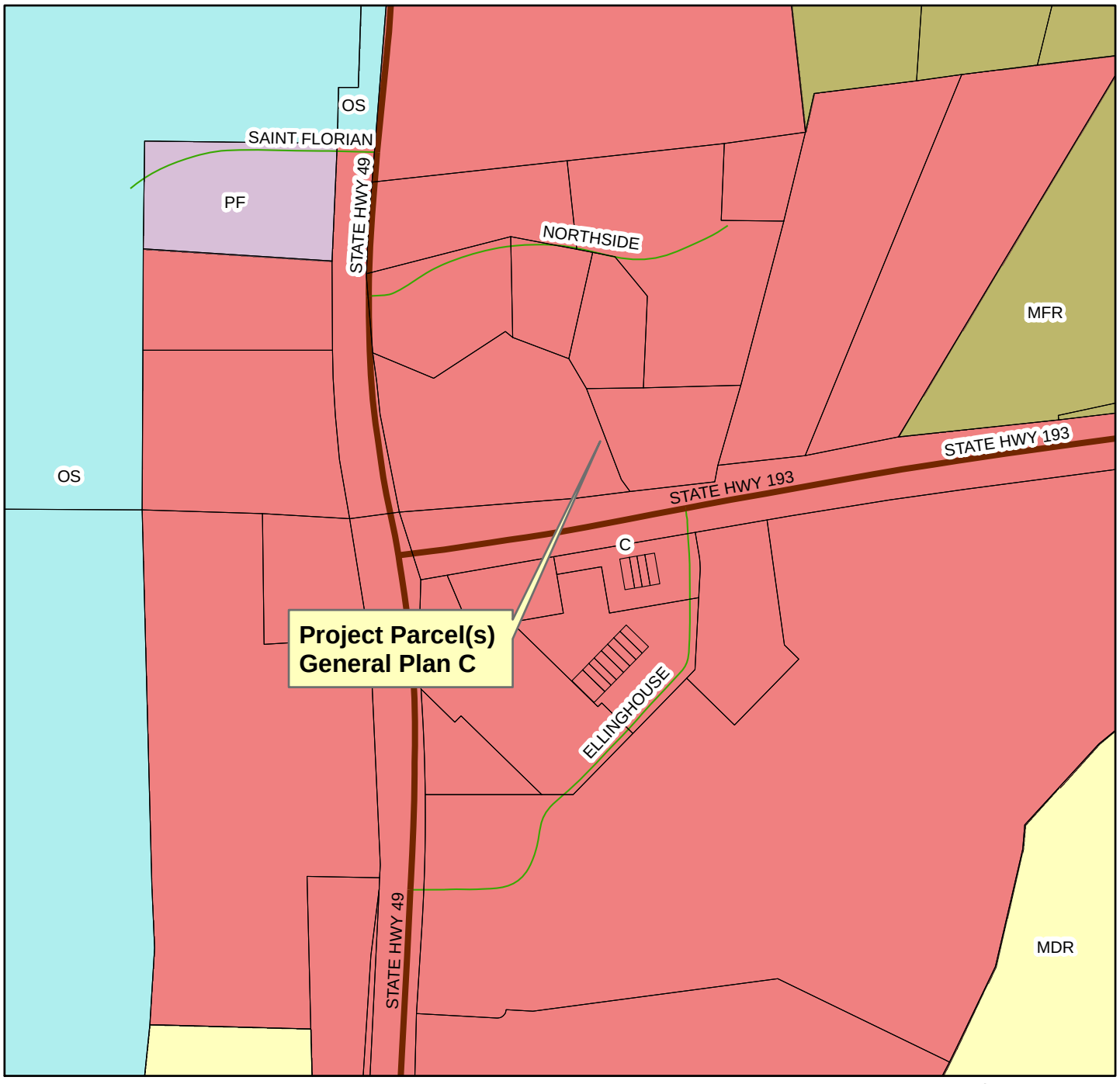
N

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit B - Aerial Map

0 0.05 0.1 0.2 0.3 0.4 Miles

N

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit C - General Plan Land Use Map



Map Created May 15, 2025

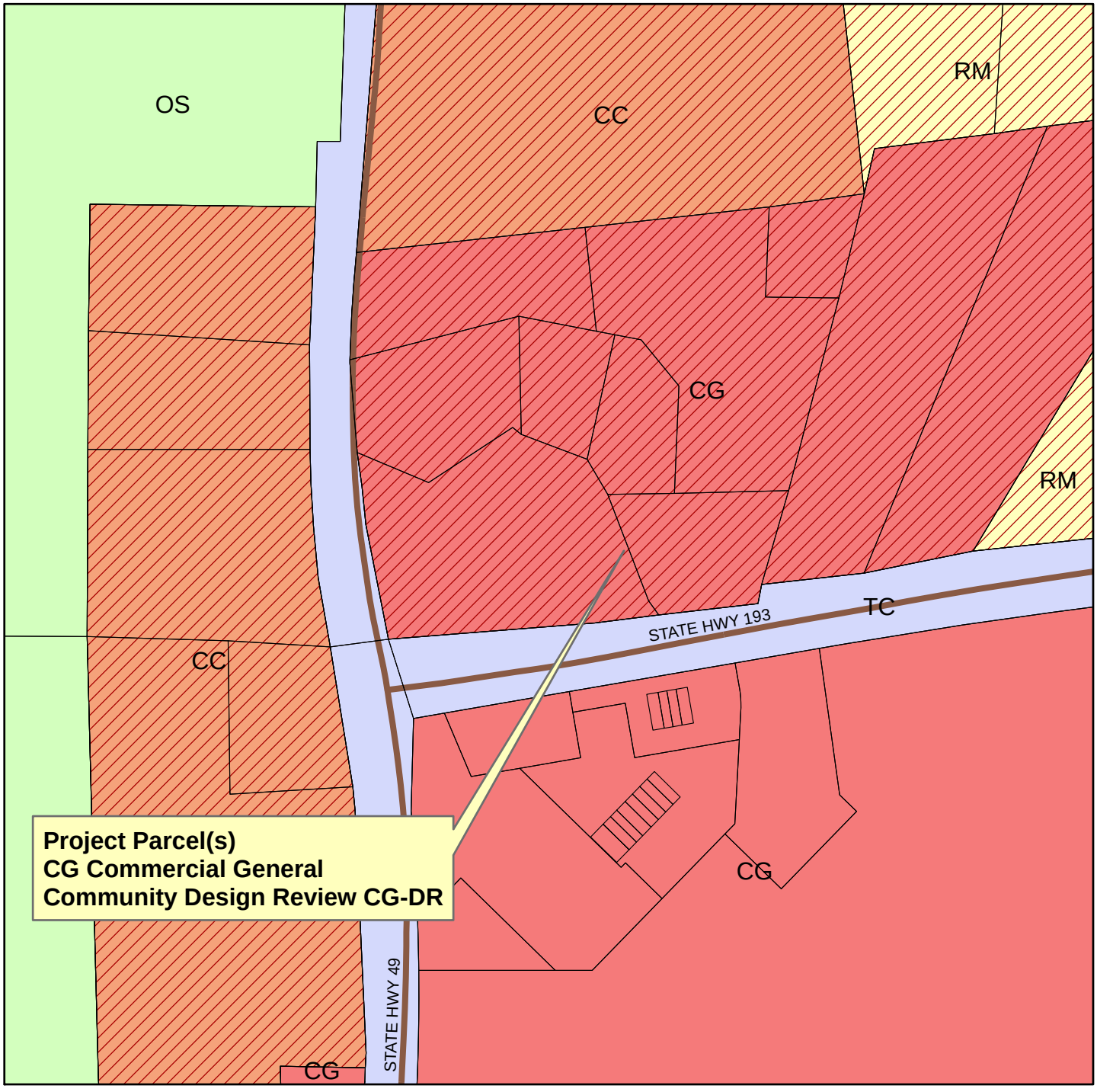
Legend

- Commercial (C)
- Medium Density Residential (MDR)
- Multi-Family Residential
- Open Space
- Public Facilities (PF)
- Major Roads
- Roads

0 250 500 1,000 1,500 2,000 Feet

N

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit D - Zoning Map



Map Created May 15, 2025

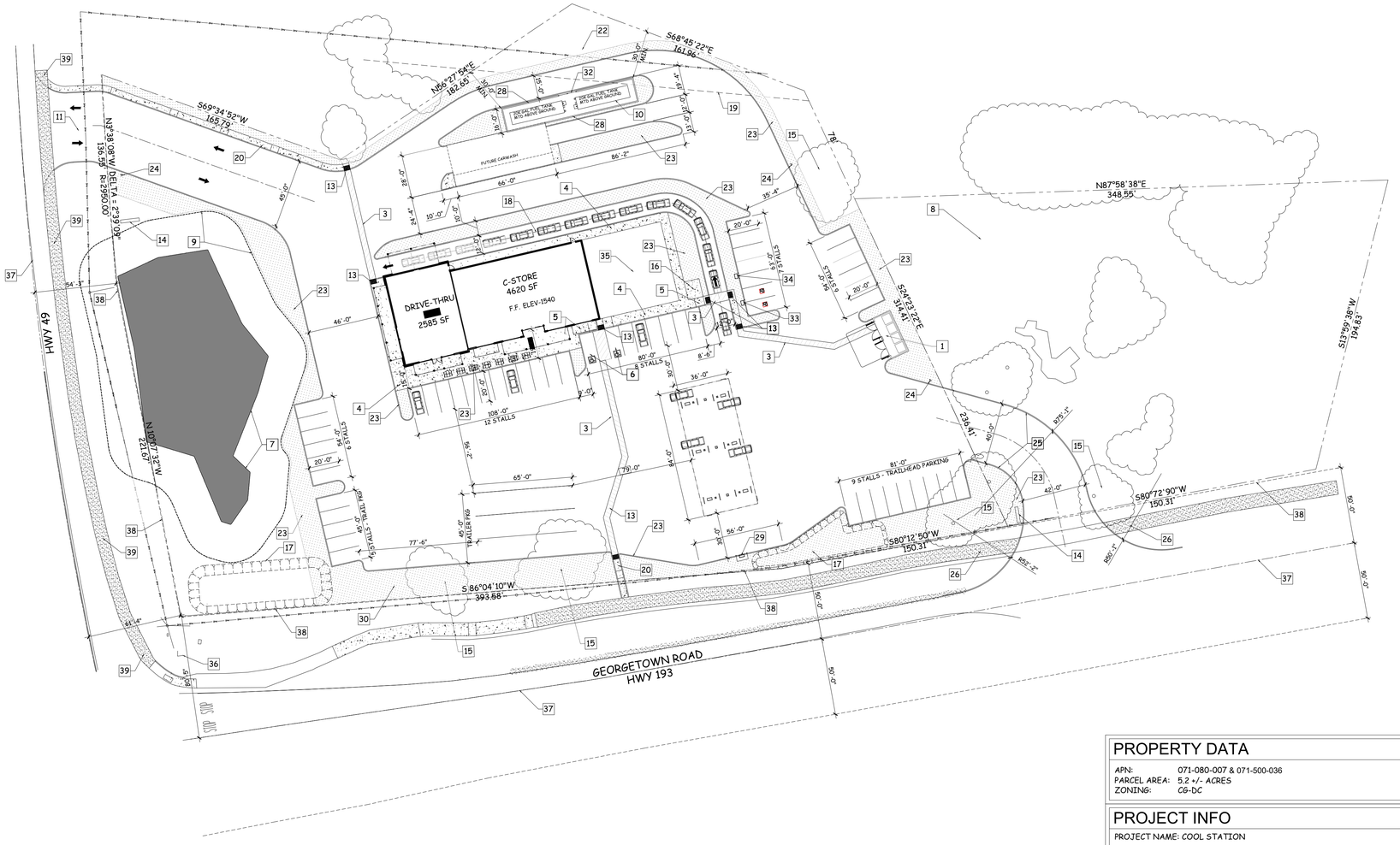
Legend

- Major Roads
- CC - Commercial Community
- CG - Commercial General
- OS - Open Space
- RM - Residential Multi-Family
- TC-Transportation Corridor
- DC - Design Control

N

0 200 400 800 1,200 1,600 Feet

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit E - Site Plan



0 40' 80'

SCALE: 1"= 40'-0"

SITE GENERAL NOTES

1. POST CONSTRUCTION TREATMENT OF STORMWATER RUNOFF TO MEETCURRENT EL DORADO COUNTY STANDARDS.
2. OIL AND WATER SEPARATOR TO MEET CURRENT EL DORADO COUNTY GUIDELINES AND BE PROVIDED AS NECESSARY.
3. DRIVEWAYS AND SIDEWALKS TO MEET CURRENT EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION STANDARDS.

SITE PLAN KEYNOTES

1. TRASH ENCLOSURE W/ 20'-4"X20'X6" THICK REINFORCED CONCRETE APRON. PROVIDE 10' CLEAR AT GATES WHEN OPEN. REFER TO TRASH ENCLOSURE PLAN AND CIVIL ENGINEERING PLANS FOR ADDITIONAL INFORMATION
2. FUEL CANOPY OVER 8-PUMP (16 DISPENSER) FUEL ISLAND. PROVIDE CONCRETE SLAB UNDER THE FULL EXTENT OF THE FUEL CANOPY WITH AN IMPERMEABLE SURFACE EXTENDING 8' MIN. BEYOND THE FACE OF THE ADJACENT FUEL PUMP DISPENSER. THIS CONCRETE SLAB MUST GRADED AND CONSTRUCTED TO PREVENT DRAINAGE ACROSS, OR FROM, THE DISPENSING AREA. THIS FUEL ISLAND AREA SHALL BE EQUIPPED WITH DRAIN INLETS THAT DIRECT DRAINAGE THROUGH SAND AND OIL SEPARATORS TO THE SANITARY SEWER SYSTEM; REFER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION;
3. 48" WIDE ACCESSIBLE ROUTE, VERIFY CROSS SLOPE DOES NOT EXCEED 2% AND RUNNING SLOPE DOES NOT EXCEED 5%.
4. ACCESSIBLE CONCRETE SIDEWALK,VERIFY CROSS SLOPE DOES NOT EXCEED 2% AND RUNNING SLOPE DOES NOT EXCEED 5%.
5. PROVIDE ACCESSIBLE CURB RAMP, VERIFY CROSS SLOPE DOES NOT EXCEED 2% AND RUNNING SLOPE DOES NOT EXCEED 8%.
6. ACCESSIBLE PARKING AND SIGNAGE. VERIFY SURFACE SLOPE DOES NOT EXCEED 2% IN ANY DIRECTION ON ACCESSIBLE PARKING SPACES AND ACCESS AISLES.
7. EXISTING ROCK FORMATIONS IN THIS AREA SHALL REMAIN UNDISTURBED AND SHALL BE PROTECTED WITH A 15 TO 25 FOOT 'NO WORK' BUFFER THAT IS IDENTIFIED WITH BUFFER FENCING THAT SHALL REMAIN IN PLACE FOR THE DURATION OF THE PROJECT CONSTRUCTION.
8. PROVIDE SEPTIC TANK AND LEACH FIELD WITH BUILT-IN REDUNDANCY. REFER TO SEPTIC DESIGN FOR MORE INFORMATION.
9. BUFFER FENCING TO IDENTIFY UNDISTURBED AREA AROUND ROCK FORMATIONS SHALL REMAIN IN PLACE THROUGH CONSTRUCTION.
10. ABOVE GROUND FUEL TANKS INSTALLED PER MFG SPECIFICATIONS.
11. NEW FULL ACCESS DRIVEWAY PER COUNTY REQUIREMENTS. REFER TO CIVIL ENGINEERING FOR SPECIFIC DESIGN.
12. NEW RIGHT-IN, RIGHT-OUT DRIVEWAY PER COUNTY REQUIREMENTS. REFER TO CIVIL ENGINEERING FOR SPECIFIC DESIGN.
13. DETECTABLE WARNING, TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A BASE DIAMETER OF 0.9 INCH (22.9 MM) MINIMUM AND 0.92 INCH (23.4 MM) MAXIMUM, A TOP DIAMETER OF 0.45 INCH (11.4 MM) MINIMUM AND 0.47 INCH (11.9 MM) MAXIMUM, AND A HEIGHT OF 0.2 INCH (5.1 MM) WITH A SPACING OF 2.3 INCHES (58 MM) MINIMUM AND 2.4 INCHES (61 MM) MAXIMUM, AND A BASE-TO-BASE SPACING OF 0.65 INCH (16.5 MM) MINIMUM, MEASURED BETWEEN THE MOST ADJACENT DOMES ON A SQUARE GRID
14. MONUMENT SIGN; EXACT LOCATION AND DESIGN SHALL BE DETERMINED BASED ON COUNTY REQUIREMENTS AND DESIGN BY SIGN COMPANY
15. PRESERVE EXISTING TREES WHEREVER POSSIBLE AS PRACTICAL AND FEASIBLE
16. (6) BICYCLE PARKING SPACES, BICYCLE RACKS SHALL BE DESIGNED TO ENABLE A BICYCLE TO BE LOCKED TO THE RACK AND SHALL BE INSTALLED IN A MANNER THAT ALLOWS ADEQUATE ACCESS TO THE BICYCLE.
17. PROVIDE STORMWATER DETENTION BASIN. REFER TO CIVIL ENGINEERING FOR SPECIFIC LOCATION, SIZE AND DESIGN.
18. DRIVE-THRU LANE WITH APPROXIMATELY 275' OF STACKING.
19. 15' UTILITY EASEMENT TO OVERHEAD POWER LINES.
20. PROVIDE AN ACCESSIBLE RAMP WITH HANDRAIL WITH MAX. 2% CROSS SLOPE AND MAX. 8% SLOPE IN THE DIRECTION OF TRAVEL. PROVIDE ACCESSIBLE LANDING AT MAX. 30' APART PER CBC-11B.
21. MODIFY EXISTING ACCESSIBLE PATH AS REQUIRED TO FACILITATE RECONSTRUCTED DRIVEWAY. REFER TO CIVIL ENGINEERING FOR SPECIFIC DESIGN.
22. DEMOLISH AND REMOVE EXISTING CONCRETE PAD.
23. LANDSCAPE AREA, TYP. REFER TO LANDSCAPE PLANS FOR SPECIFIC DESIGN.
24. FIRE HYDRANT - APPROXIMATE LOCATION AND QUANTITY SHOWN FOR REFERENCE. WE ANTICIPATE THAT A MINIMUM OF TWO WILL BE REQUIRED WITH A POSSIBILITY OF A THIRD. THE EXACT QUANTITY AND LOCATION SHALL BE DETERMINED BY EL DORADO FIRE DURING BUILDING PERMIT REVIEW.
25. SPLIT-FACED CMU RETAINING WALL; VARIES IN HEIGHT FROM APPROX. 2' TO 4', DEPENDING ON EXACT DEPT OF DRIVEWAY CUT. REFER TO CIVIL ENGINEERING FOR ADDITIONAL INFORMATION.
26. RECONSTRUCT ADJACENT TYPE II BICYCLE PATH AS REQUIRED TO ALLOW FOR NEW DRIVEWAY CUT.
27. COMMON AREA WITH OUTDOOR SEATING.
28. 8' HIGH CMU SCREEN FENCE AS SHOWN AT FUEL TANKS.
29. FUEL DISPENSER FOR RED DIESEL.
30. REMOVE EXISTING DRIVEWAY.
31. (NOT USED)
32. 6' HIGH CHAIN LINK GATE WITH PRIVACY SLATS.
33. LEVEL 2 EVC STATION WITH CHARGING PORTS FOR TWO STALLS
34. INSTALL INFRASTRUCTURE FOR FUTURE LEVEL 2 EVC STATION WITH CHARGING FOR TWO ADDITIONAL STALLS.
35. PAD FOR FUTURE BUILDING EXPANSION, APPROXIMATELY 2852 SF. INSTALL LANDSCAPING AND OUTDOOR SEATING AREA PER LANDSCAPE PLANS. REFER TO LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
36. APPROXIMATE LOCATION OF EXISTING SIGN. GC SHALL LOCATE, PROTECT AND PRESERVE THIS EXISTING SIGN IN PLACE.
37. CENTERLINE OF STREET. VERIFY WITH CALTRANS.
38. ULTIMATE RIGHT-OF-WAY FOLLOWS PROPERTY LINE. REFER TO R.O.W. MAP FROM CALTRANS. VERIFY WITH CALTRANS.
39. FRONTAGE IMPROVEMENTS TO SR49: CONSTRUCT AN 8-FT WIDE CLASS 2 BIKE LANE ALONG THE SHOULDER OF SR49 FROM THE EXISTING CURB RAMP AT THE CORNER OF SR49 AND SR193, NORTH TO THE NORTHERN PROPERTY LINE. OBTAIN AN ENCROACHMENT PERMIT(S) FROM CALTRANS FOR IMPROVEMENTS WITHIN STATE RIGHT OF WAY. COMPLETE THIS WORK TO THE SATISFACTION OF CALTRANS.

PROPERTY DATA

APN: 071-080-007 & 071-500-036
PARCEL AREA: 5.2 +/- ACRES
ZONING: CG-DC

PROJECT INFO

PROJECT NAME: COOL STATION

PARKING CALCULATIONS

RETAIL FOOD AND BEVERAGE:

1 PER 200 SF. OF AUA; PLUS 1 PER CHECK STAND; PLUS 1 PER 600 SF. OF STORAGE AREA.

AUA:	2,400 S.F./200	=	12 SPACES
CHECK STANDS:	2	=	2 SPACES
STORAGE AREA:	2,220 S.F./600	=	4 SPACES
SUB TOTAL:			18 SPACES

RESTAURANT W/ DRIVE-THRU:

1 PER 300 SF. OF GFA; PLUS 1 RV SPACE FOR EVERY 20 PARKING SPACES.

GFA:	2,585 S.F./300	=	9 SPACES
TOTAL	27 SPACES REQUIRED, 68 PROVIDED		

BICYCLE SPACES: 1 PER EVERY 5 REQUIRED PARKING SPACES.
27 REQUIRED SPACES/5 = 6 BICYCLE SPACES.

BUILDING SQ. FT. CALCULATION

MAIN BUILDING	7,205 S.F.
C-STORE	4,620 S.F.
DRIVE-THRU QSR	2,585 S.F.
FUTURE PAD	2,852 S.F.
FUTURE CARWASH	1,892 S.F.
FUEL CANOPY	3,024 S.F.

1	SITE PLAN
1"=40'-0"	NOTE:

NOTE: DRAWINGS ARE NOT TO SCALE IF SHEET IS PLOTTED ON 11" x 17"

M. HIGGINBOTHAM ARCHITECT
LICENSE NO. C-36401
MHA
DESIGN SERVICES
11584 FRANCIS DRIVE
GRASS VALLEY, CA 95949
(530) 263-5899
MelH.Architect@gmail.com

A PROJECT FOR:
HBD CAPITAL LLC
10940 TRINITY PKWY, C-274
STOCKTON, CA 95219

CONTACT: MEL HIGGINBOTHAM
PHONE: (530) 263-5899
EMAIL:
MelH.Architect@gmail.com

LICENSED ARCHITECT
MELVIN R. HIGGINBOTHAM
C-36401
REN. 3/31/25
STATE OF CALIFORNIA

DATE	SCALE	DRAWN	CKD	APPD
02/06/25				

SET REVISIONS

NO	DESCRIPTION	DATE
0	DESIGN REVIEW	02/06/25

NE COR. HWY-49 & HWY-193, COOL, CA.
APN: 071-080-007 & 071-500-036

ARCHITECTURAL SITE PLAN

A-1.0

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit F - Exterior Elevations

1 SOUTH EXTERIOR ELEVATION
1/8"=1'-0" NOTE:

1 EAST EXTERIOR ELEVATION
1/8"=1'-0" NOTE:

1 WEST EXTERIOR ELEVATION
1/8"=1'-0" NOTE:

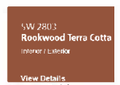
1 NORTH EXTERIOR ELEVATION
1/8"=1'-0" NOTE:

FINISH SCHEDULE

P-01
SHERWIN WILLIAMS:
SW-0014,
SHERATON SAGE

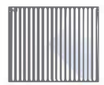
P-02
SHERWIN WILLIAMS:
SW-2820,
DOWNING EARTH

P-03
SHERWIN WILLIAMS:
SW-2822,
DOWNING SAND



P-04
SHERWIN WILLIAMS:
SW-2803,
ROCKWOOD TERRA COTTA

PC-01
SHERWIN WILLIAMS:
SW-6258,
TRICORN BLACK



M-01
CORRUGATED METAL

P-01	PAINT, SHERWIN WILLIAMS, SW-0014, "SHERATON SAGE"
P-02	PAINT, SHERWIN WILLIAMS, SW-2820, "DOWNING EARTH"
P-03	PAINT, SHERWIN WILLIAMS, SW-2822, "DOWNING SAND"
P-04	PAINT, SHERWIN WILLIAMS, SW-2803, "ROOKWOOD TERRA COTTA"
PC-01	PAINTED COATING TO MATCH, SHERWIN WILLIAMS, SW-6258, "TRICORN BLACK"
M-01	CORRUGATED METAL W/ GALVANIZED FINISH

KEYNOTES

1. PRE-FINISHED METAL AWNING, SEE FINISH SCHEDULE.
2. STOREFRONT FRAME TO BE DARK BRONZE, TYPICAL.
3. SIGNAGE SHOWN FOR REFERENCE, UNDER SEPARATE PERMIT.
4. VERTICAL BOARD AND BATTEN SIDING
5. FIBER CEMENT LAP SIDING WITH 6" REVEAL.
6. CORRUGATED METAL SIDING, MANUFACTURER T.B.D.
7. 4" WIDE TRIM PAINTED W/ ROOKWOOD TERRACOTTA
8. 4"X4" POST, REFER TO STRUCTURAL FOR SPECIFICATIONS.
9. CUSTOM CORNICE WITH DENTALS
10. 30" HIGH RAIL WITH WOOD BALUSTERS
11. CORRUGATED METAL ROOF, MANUFACTURER T.B.D.

NOTE: DRAWINGS ARE NOT TO SCALE IF SHEET IS PLOTTED ON 11" x 17"

M. HIGGINBOTHAM ARCHITECT
LICENSE NO. C-36401
MHA
DESIGN SERVICES
11584 FRANCIS DRIVE
GRASS VALLEY, CA 95949
(530) 263-5899
MelH.Architect@gmail.com

A PROJECT FOR:
HBD CAPITAL LLC
10940 TRINITY PKWY, C-274
STOCKTON, CA 95219

CONTACT: MEL HIGGINBOTHAM
PHONE: (530) 263-5899
EMAIL:
MelH.Architect@gmail.com

LICENSED ARCHITECT
MELVIN R. HIGGINBOTHAM
C-36401
REN. 10/25
STATE OF CALIFORNIA

DATE	SCALE	DRAWN	CKD	APP'D
8/2/23				

SET REVISIONS

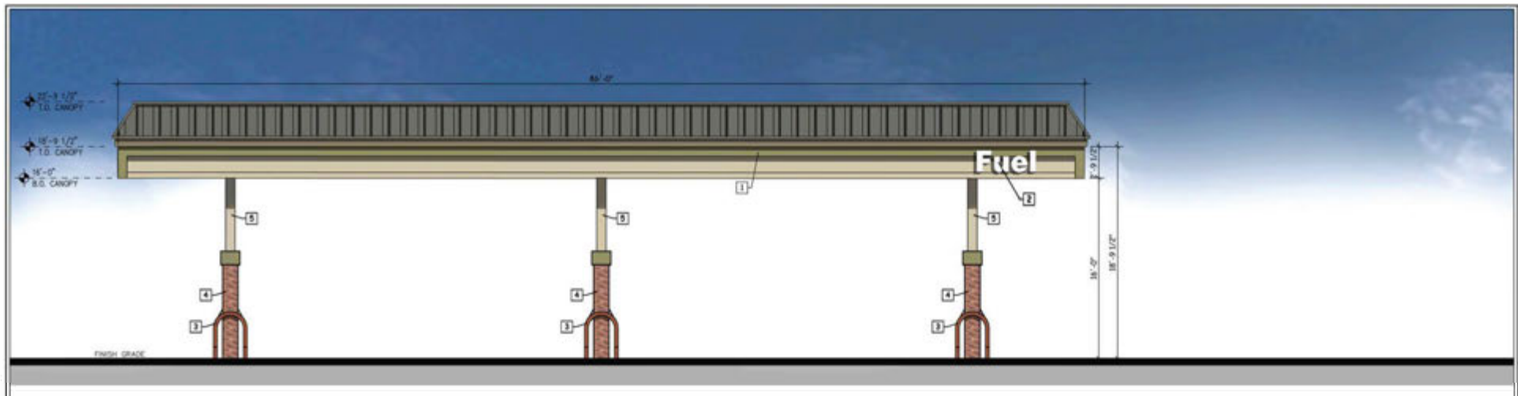
NO	DESCRIPTION	DATE
0	DESIGN REVIEW	8/2/23

NE CNR OF HWY-49 & GEORGETOWN RD
COOL, CA. - APN: 071-080-007

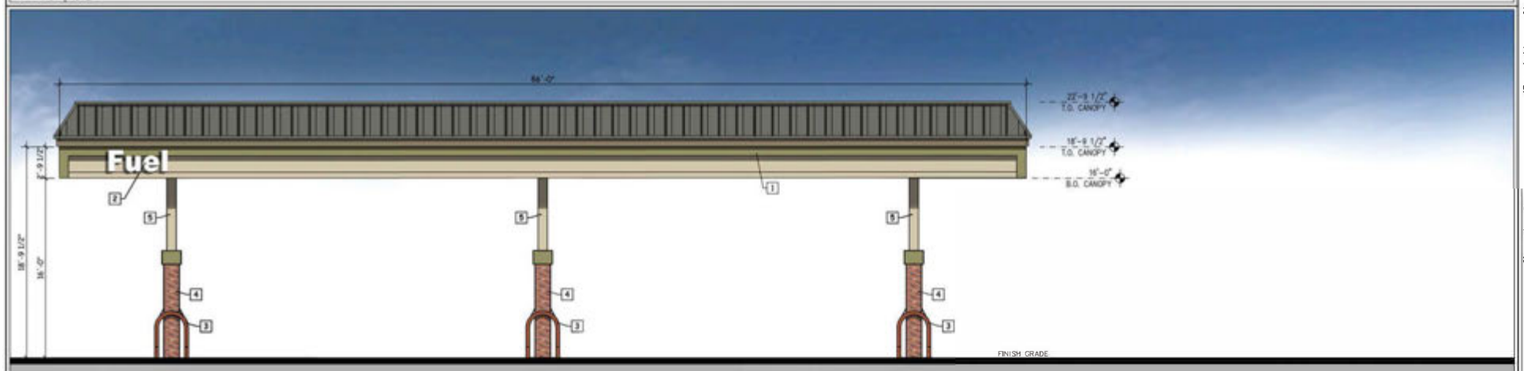
EXTERIOR ELEVATIONS
COLOR

A-5.0a

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit F - Exterior Elevations



1 FUEL CANOPY ELEVATION: FRONT (EAST)
1/4" = 1'-0" NOTE:



2 FUEL CANOPY ELEVATION: REAR (WEST)
1/4" = 1'-0" NOTE:

3 FUEL CANOPY ELEVATION: LEFT (SOUTH)
1/4" = 1'-0" NOTE:

4 FUEL CANOPY ELEVATION: REAR (NORTH)
1/4" = 1'-0" NOTE:

FINISH SCHEDULE

KEYNOTES

1. FUEL CANOPY; REFER TO DESIGN BY CANOPY CONTRACTOR; ALL STORMWATER RUNOFF FROM CANOPY ROOF MUST BE FILTERED BY AN APPROVED FILTRATION SYSTEM PRIOR TO DELIVERY INTO THE STORMWATER SYSTEM;
2. SIGN SHOWN FOR REFERENCE ONLY; ALL SIGNAGE DESIGN AND INSTALLATION SHALL BE BY OTHER UNDER SEPARATE PERMIT
3. 4" DIAMETER STEEL BOLLARD.
4. FUEL DISPENSER; REFER TO FUEL DESIGN SPECIFICATIONS;
5. STRUCTURAL CANOPY COLUMN, REFER TO DESIGN BY CANOPY CONTRACTOR FOR SPECIFICATIONS AND DETAILS; CANOPY FOOTINGS SHALL BE DESIGNED BY CANOPY CONTRACTOR AND INSTALLED BY FUEL SYSTEMS CONTRACTOR; PAINT COLUMN TO MATCH PRIMARY BODY COLOR OF THE C-STORE BUILDING; ALL EFFORTS SHALL BE COORDINATED BY GC;
6. GARBAGE RECEPTACLE; PROVIDED AND INSTALLED BY GC;
7. 18" SQ X 6' HIGH STONE VENEER W/ STONE CAP; REFER TO FINISH SCHEDULE
8. 6" HIGH CONCRETE COLUMN BASE TO EXTEND 2" BEYOND STONE VENEER W/ CHAMFERED TOP EDGE FOR DRAINAGE STARTING A FACE OF STONE VENEER

NOTE: DRAWINGS ARE NOT TO SCALE IF SHEET IS PLOTTED ON 11" x 17"

M. HIGGINBOTHAM ARCHITECT
LICENSE NO. C-36401

MHA
DESIGN SERVICES
11584 FRANCIS DRIVE
GRASS VALLEY, CA 95949
(530) 263-5899
MelH.Architect@gmail.com

A PROJECT FOR:
HBD CAPITAL LLC
10940 TRINITY PKWY, C-274
STOCKTON, CA 95219

CONTACT: MEL HIGGINBOTHAM
PHONE: (530) 263-5899
EMAIL:
MelH.Architect@gmail.com

LICENSED ARCHITECT
MELVIN R. HIGGINBOTHAM
C-36401
REN. 3/31/25
STATE OF CALIFORNIA

DATE	SCALE	DRAWN	CKD	APP'D
8/2/23				

SET REVISIONS

NO	DESCRIPTION	DATE
0	DESIGN REVIEW	8/2/23

NE CNR OF HWY 49 & GEORGETOWN RD
COOL, CA. - APN: 071-080-007

EXTERIOR ELEVATIONS - FUEL CANOPY

FC-3.0

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit F - Exterior Elevations

1 SOUTH EXTERIOR ELEVATION
1/8"=1'-0" NOTE:

1 EAST EXTERIOR ELEVATION
1/8"=1'-0" NOTE:

1 WEST EXTERIOR ELEVATION
1/8"=1'-0" NOTE:

1 NORTH EXTERIOR ELEVATION
1/8"=1'-0" NOTE:

FINISH SCHEDULE

P-01	P-02	P-03	P-04	PC-01	V-01	R-01
SW 0014 Sheraton Sage	SW 2820 Downing Earth	SW 2822 Downing Sand	SW 2803 Rookwood Terra Cotta	SW 6258 Tricorn Black		
SHERWIN WILLIAMS: SW-0014, SHERATON SAGE	SHERWIN WILLIAMS: SW-2820, DOWNING EARTH	SHERWIN WILLIAMS: SW-2822, DOWNING SAND	SHERWIN WILLIAMS: SW-2803, ROCKWOOD TERRA COTTA	SHERWIN WILLIAMS: SW-6258, TRICORN BLACK	McNEAR BRICK SANDMOLD SERIES, FOLSOM	TAYLOR METAL CLASSIC 7/8" CORRUGATED, ZINC GREY SRI-39

EXTERIOR FINISH SCHEDULE

KEYNOTES

1. PRE-FINISHED METAL AWNING, SEE FINISH SCHEDULE.
2. STOREFRONT FRAME TO BE DARK BRONZE, TYPICAL.
3. SIGNAGE SHOWN FOR REFERENCE, UNDER SEPARATE PERMIT.

NOTE: DRAWINGS ARE NOT TO SCALE IF SHEET IS PLOTTED ON 11" x 17"

M. HIGGINBOTHAM ARCHITECT
LICENSE NO. C-36401
MHA
DESIGN SERVICES
11584 FRANCIS DRIVE
GRASS VALLEY, CA 95949
(530) 263-5899
MelH.Architect@gmail.com

A PROJECT FOR:
HBD CAPITAL LLC
10940 TRINITY PKWY, C-274
STOCKTON, CA 95219

CONTACT: MEL HIGGINBOTHAM
PHONE: (530) 263-5899
EMAIL:
MelH.Architect@gmail.com

LICENSED ARCHITECT
MELVIN R. HIGGINBOTHAM
C-36401
REN. 3/31/25
STATE OF CALIFORNIA

DATE	8/2/23
SCALE	
DRAWN	
CKD	
APPD	

SET REVISIONS

NO	DESCRIPTION	DATE
0	DESIGN REVIEW	8/2/23

NE CNR OF HWY-49 & GEORGETOWN RD
COOL, CA. - APN: 071-080-007

EXTERIOR ELEVATIONS CARWASH
COLOR

A-5.1a

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit G- Architectural Renderings

1 COLOR PERSPECTIVE RENDERING - CORNER VIEW

NO SCALE NOTE:

M. HIGGINBOTHAM ARCHITECT
LICENSE NO. C-36401

DESIGN SERVICES
11584 FRANCIS DRIVE
GRASS VALLEY, CA 95949
(530) 263-5899
MelH.Architect@gmail.com

A PROJECT FOR:
HBD CAPITAL LLC
10940 TRINITY PKWY, C-274
STOCKTON, CA 95219

CONTACT: MEL HIGGINBOTHAM
PHONE: (530) 263-5899
EMAIL:
MelH.Architect@gmail.com

LICENSED ARCHITECT
MELVIN R. HIGGINBOTHAM
C-36401
REN. 3/31/25
STATE OF CALIFORNIA

NO	SET REVISIONS DESCRIPTION	DATE
0	DESIGN REVIEW	8/28/23

DATE 8/28/23
SCALE
DRAWN
CKD
APPD

NE COR. HWY-49 & HWY-193, COOL, CA.
APN: 071-080-007 & 071-500-036

COLOR PERSPECTIVE
RENDERING - CORNER

CVR-2.2

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit G - Architectural Renderings

1 COLOR PERSPECTIVE RENDERING - HWY-193 DRIVEWAY

NO SCALE NOTE:

M. HIGGINBOTHAM ARCHITECT
LICENSE NO. C-36401

DESIGN SERVICES
11584 FRANCIS DRIVE
GRASS VALLEY, CA 95949
(530) 263-5899
MelH.Architect@gmail.com

A PROJECT FOR:
HBD CAPITAL LLC
10940 TRINITY PKWY, C-274
STOCKTON, CA 95219

CONTACT: MEL HIGGINBOTHAM
PHONE: (530) 263-5899
EMAIL:
MelH.Architect@gmail.com

LICENSED ARCHITECT
MELVIN R. HIGGINBOTHAM
C-36401
REN. 3/31/25
STATE OF CALIFORNIA

NO	DESCRIPTION	DATE
0	DESIGN REVIEW	8/28/23

SET REVISIONS

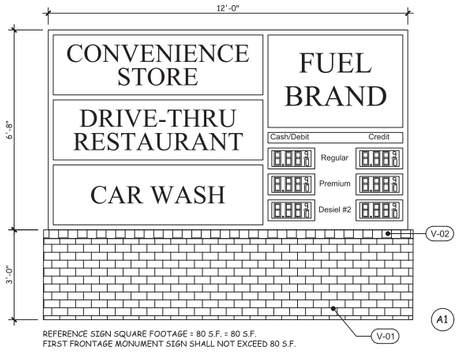
DATE 8/28/23
SCALE
DRAWN
CKD
APPD

NE COR. HWY-49 & HWY-193, COOL, CA.
APN: 071-080-007 & 071-500-036

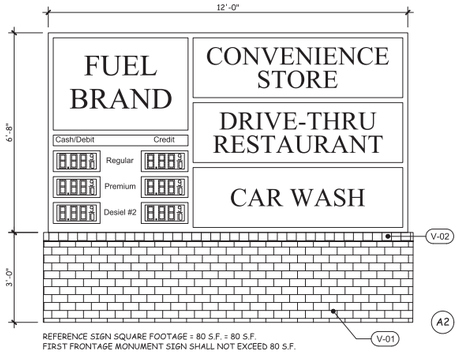
COLOR PERSPECTIVE
RENDERING - HWY-193 DRIVE

CVR-2.1

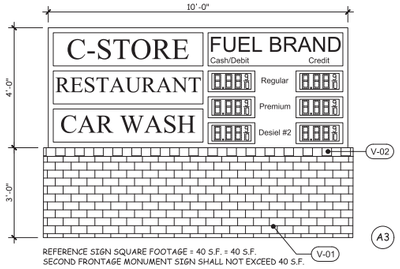
DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit H - Signage



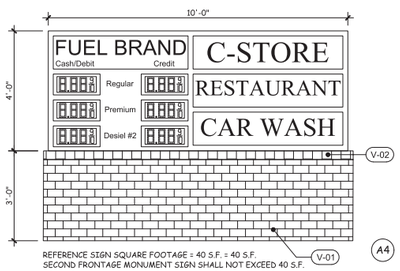
REFERENCE SIGN SQUARE FOOTAGE = 80 S.F. = 80 S.F.
FIRST FRONTAGE MONUMENT SIGN SHALL NOT EXCEED 80 S.F.



REFERENCE SIGN SQUARE FOOTAGE = 80 S.F. = 80 S.F.
FIRST FRONTAGE MONUMENT SIGN SHALL NOT EXCEED 80 S.F.



REFERENCE SIGN SQUARE FOOTAGE = 40 S.F. = 40 S.F.
SECOND FRONTAGE MONUMENT SIGN SHALL NOT EXCEED 40 S.F.

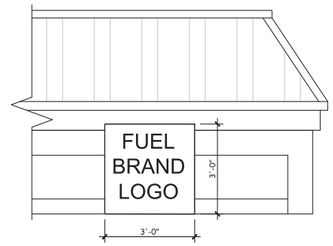


REFERENCE SIGN SQUARE FOOTAGE = 40 S.F. = 40 S.F.
SECOND FRONTAGE MONUMENT SIGN SHALL NOT EXCEED 40 S.F.

A	MONUMENT SIGN EXHIBIT
1/2"=1'-0"	NOTE: SIGNS UNDER SEPARATE PERMIT

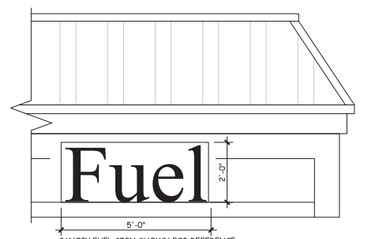
REFERENCE SIGN SQUARE FOOTAGE = 50 S.F.
LETTERING SHOWN AT A HEIGHT OF 12"
SIGN SHOWN AS REFERENCE ONLY, ACTUAL WALL SIGNAGE SHALL NOT EXCEED 50 S.F. PER ESTABLISHMENT

B	CONVENIENCE STORE WALL SIGN
N.T.S.	NOTE: SIGNS UNDER SEPARATE PERMIT



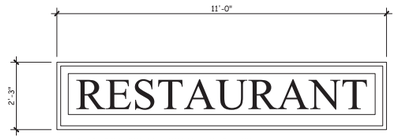
CANOPY FUEL LOGO SHOWN FOR REFERENCE, REFERENCE SIGN =9 S.F.
CANOPY SIGNAGE SHALL NOT EXCEED A TOTAL OF 50 S.F.

D1	FUEL CANOPY SIGN LOGO (X2)
N.T.S.	NOTE: SIGNS UNDER SEPARATE PERMIT



CANOPY FUEL SIGN SHOWN FOR REFERENCE
REFERENCE SIGN = 10 S.F.
CANOPY SIGNAGE SHALL NOT EXCEED A TOTAL OF 50 S.F.

D2	FUEL CANOPY SIGN (X2)
N.T.S.	NOTE: SIGNS UNDER SEPARATE PERMIT



REFERENCE SIGN SQUARE FOOTAGE = 25 S.F. (X2)
LETTERING SHOWN AT A HEIGHT OF 12"
SIGN SHOWN AS REFERENCE ONLY, ACTUAL WALL SIGNAGE SHALL NOT EXCEED 50 S.F. PER ESTABLISHMENT

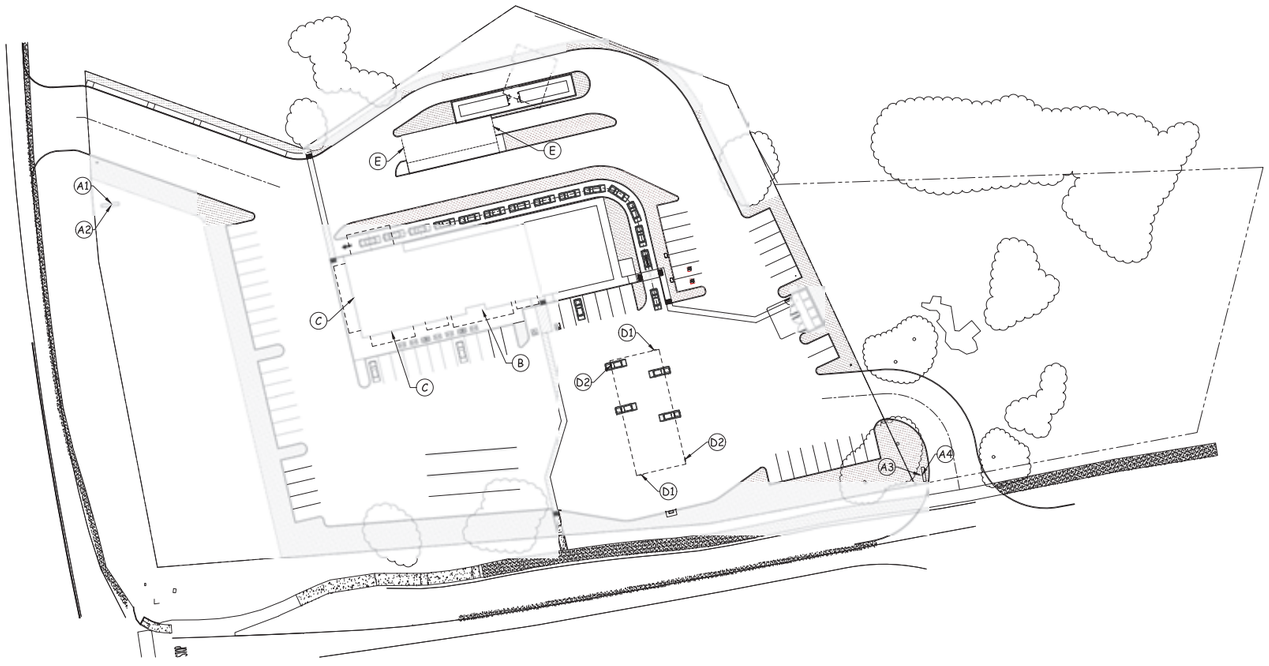
C	RIVE-THRU RESTAURANT SIGN (X2)
N.T.S.	NOTE: SIGNS UNDER SEPARATE PERMIT

REFERENCE SIGN SQUARE FOOTAGE = 22.3 S.F. < 50 S.F.
LETTERING SHOWN AT A HEIGHT OF 20"
SIGN SHOWN AS REFERENCE ONLY, ACTUAL WALL SIGNAGE SHALL NOT EXCEED 50 S.F. PER ESTABLISHMENT

E	CARWASH SIGN (X2)
N.T.S.	NOTE: SIGNS UNDER SEPARATE PERMIT

GENERAL NOTES

A. SIGN SHOWN FOR REFERENCE, SIGNS SHALL BE UNDER SEPARATE PERMIT.
B. SIGNS SHALL CONFORM TO EL DORADO COUNTY CODE OF ORDINANCES SECTION 130.36. SIGNS
C. SIGNS SHALL NOT EXCEED 50 S.F. PER ESTABLISHMENT IN CL DISTRICT.
D. EXTERNAL LIGHT SOURCES SHALL BE DIRECTED TOWARD THE SIGN AND FULLY SHIELDED TO LIMIT DIRECT ILLUMINATION OF ANY OBJECT OTHER THAN THE SIGN.
E. WALL SIGNS SHALL NOT PROJECT MORE THAN 12 INCHES FROM THE STRUCTURE'S FAÇADE.
F. WALL SIGN RACEWAYS SHALL BE CONCEALED FROM PUBLIC VIEW (E.G., WITHIN THE STRUCTURE'S WALL OR OTHERWISE INTEGRATED WITH THE DESIGN OF THE SIGN AND STRUCTURE) SO AS TO NOT DETRACT FROM THE ARCHITECTURAL CHARACTER OF THE STRUCTURE.
G. FREE STANDING SIGNS:
G.a. ALL FREESTANDING SIGNS THAT INCORPORATE LIGHTING SHALL HAVE UNDERGROUND UTILITY SERVICE.
G.b. 1 MULTI-TENANT SIGN PER PUBLIC STREET FRONTAGE AS FOLLOWS:
G.b.a. FIRST STREET FRONTAGE : 80 SF MAX AREA, 20 FT MAX HEIGHT
G.b.b. OTHER STREET FRONTAGE(S) : 40 SF MAX AREA, 10 FT HEIGHT LIMIT



1	SIGN LEGEND
N.T.S.	NOTE:

NOTE: DRAWINGS ARE NOT TO SCALE IF SHEET IS PLOTTED ON 11" x 17"

M. HIGGINBOTHAM ARCHITECT
LICENSE NO. C-36401
DESIGN SERVICES
11584 FRANCIS DRIVE
GRASS VALLEY, CA 95949
(530) 263-5899
MelH.Architect@gmail.com

A PROJECT FOR:
HBD CAPITAL LLC
10940 TRINITY PKWY, C-274
STOCKTON, CA 95219

CONTACT: MEL HIGGINBOTHAM
PHONE: (530) 263-5899
EMAIL:
MelH.Architect@gmail.com

LICENSED ARCHITECT
MELVIN R. HIGGINBOTHAM
C-36401
REN. 3/31/25
STATE OF CALIFORNIA

DATE	8/28/23				
SCALE					
DRAWN					
CKD					
APPD					

SET REVISIONS

NO	DESCRIPTION	DATE
0	DESIGN REVIEW	8/28/23

NE COR. HWY-49 & HWY-193, COOL, CA.
APN: 071-080-007 & 071-500-036

SIGNAGE EXHIBIT (REF. ONLY)

A-6.0

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit I - Preliminary Landscape Plan

Water Efficient Landscape Worksheet

HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIG. METHOD	IRRIG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (Sq. Ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)
REGULAR LANDSCAPE AREA							
LOW WATER USE PLANTS	.3	DRIP	.81	.37	18,002	6,661	195,340 GAL.
MODERATE WATER USE PLANTS	.5	DRIP	.81	.62	320	198	5,807 GAL.
				TOTALS	(A)18,322	(B) 6,859	
						ETWU Total	201,147 GAL.

Maximum Applied Water Allowance (MAWA). MAWA= (ETo) (Conversion factor) ((ETAF)(Landscape Area)) + ((1-ETAF) x SLA)
(47.3) (.62) (.45 x 18,322) + (1-.45) X 0) =241,790 GALLONS

Estimated Total Water use (ETWU). ETWU= (ETo)) (Conversion factor) ((ETAF) (Area))
(47.3) (.62) (6,859) = 201,147 GALLONS

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	(B) 6,859
Total Area	(A) 18,322
Average ETAF	(B / A) .37

Note:
1. Average ETAF for Regular Landscape Areas must be below .55 for residential areas and .45 for non-residential areas.

WATER USE STATEMENT

"I have complied with the criteria of the Landscaping and Water Conservation ordinance , and applied them for the efficient use of water in the landscape Design plan."

Rodney Scaccalozo 6-19-23

GROUND COVERS	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	SPACING
	48	Cotoneaster dammeri / Bearberry Cotoneaster	1 gal.	Low	60" o.c.
	339	Muhlenbergia rigens / Deer Grass	1 gal.	Low	42" o.c.
	198	Rosa x 'Meisentmill' TM / Lemon Drift Rose	1 gal.	Low	36" o.c.
	51	Rosmarinus officinalis 'Prostratus' / Huntington Carpet Rosemary	1 gal.	Low	42" o.c.

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS
	9	Acer rubrum 'New World' / New World Red Maple	15 gal.	Moderate
	2	Acer rubrum 'October Glory' / October Glory Red Maple	15 gal.	Moderate
	4	Arbutus x 'Marina' / Marina Strawberry Tree	24" box	Low
	8	Calocedrus decurrens / Incense Cedar	24" box	Low
	13	Cercis occidentalis / Western Redbud	15 gal.	Low
	9	Quercus douglasii / Blue Oak	15 gal.	Low
	16	Quercus wislizeni / Interior Live Oak	24" box	Low
	9	Zelkova serrata 'Village Green' / Village Green Japanese Zelkova	15 gal.	Moderate

SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS
	21	Arctostaphylos densiflora 'Harmony' / Harmony Vine Hill Manzanita	5 gal.	Low
	144	Arctostaphylos x 'John Dourley' / John Dourley Manzanita	5 gal.	Low
	268	Calamagrostis x acutiflora 'Overdamr' / Overdam Feather Reed Grass	1 gal.	Low
	291	Callistemon viminalis 'LJ1' TM / Better John Bottlebrush	5 gal.	Low
	26	Ceanothus x 'Dark Star' / Dark Star Wild Lilac	5 gal.	Low
	120	Dietes x 'Lemon Drop' / Fortnight Lily	1 gal.	Low
	31	Frangula californica 'Mound San Bruno' / Mound San Bruno Coffeeberry	5 gal.	Low
	187	Nandina domestica 'Firepower' / Firepower Heavenly Bamboo	5 gal.	Low
	100	Phormium tenax 'Dark Delight' / Dark Delight Flax	5 gal.	Low
	102	Salvia greggii / Autumn Sage	5 gal.	Low
	25	Salvia x 'Bee's Bliss' / Bee's Bliss Sage	1 gal.	Low
	79	Westringia fruticosa 'Blue Gem' / Coast Rosemary	5 gal.	Low

GENERAL NOTES

1. All landscape planting areas shall receive a minimum 3" layer of non-combustible organic mulch top dressing.
2. All new trees located within 5' of pavement or permanent structure shall have a root barrier.
3. All plants (trees, shrubs and groundcover)shall be irrigated with a drip system, smart controller , weather sensor, etc.and shall meet City of Cool Water Efficient standards/regulations. Irrigation system will utilize potable water unless recycled water is available.
4. Landscape Maintenance shall be the responsibility of the property owner.

NOTE: DRAWINGS ARE NOT TO SCALE IF SHEET IS PLOTTED ON 11" x 17"

M. HIGGINBOTHAM ARCHITECT
LICENSE NO. C-36401
MHA
DESIGN SERVICES
11584 FRANCIS DRIVE
GRASS VALLEY, CA 95949
(530) 263-5899
MelH.Architect@gmail.com

A PROJECT FOR:
HBD CAPITAL LLC
10940 TRINITY PKWY
SUITE C-274
STOCKTON, CA 95219
CONTACT: MEL HIGGINBOTHAM
PHONE: (530) 263-5899
EMAIL:
MelH.Architect@gmail.com

REGISTERED LANDSCAPE ARCHITECT
Rodney L. Scaccalozzi
No. 4452
Exp. 05/31/24
STATE OF CALIFORNIA

OLIVE STREET
LANDSCAPE ARCHITECTURE
P.O. Box 2083
Petaluma CA 94952
707-280-8990
OliveStreetLandscape.com
rod@olivestreetlandscape.com

NO	DESCRIPTION	DATE
1	DESIGN REVIEW	12/13/22
2	PLAN REVISIONS-DESIGN REV.	6/19/23
3	PLAN REVISIONS-DESIGN REV.	11/5/23

SET REVISIONS

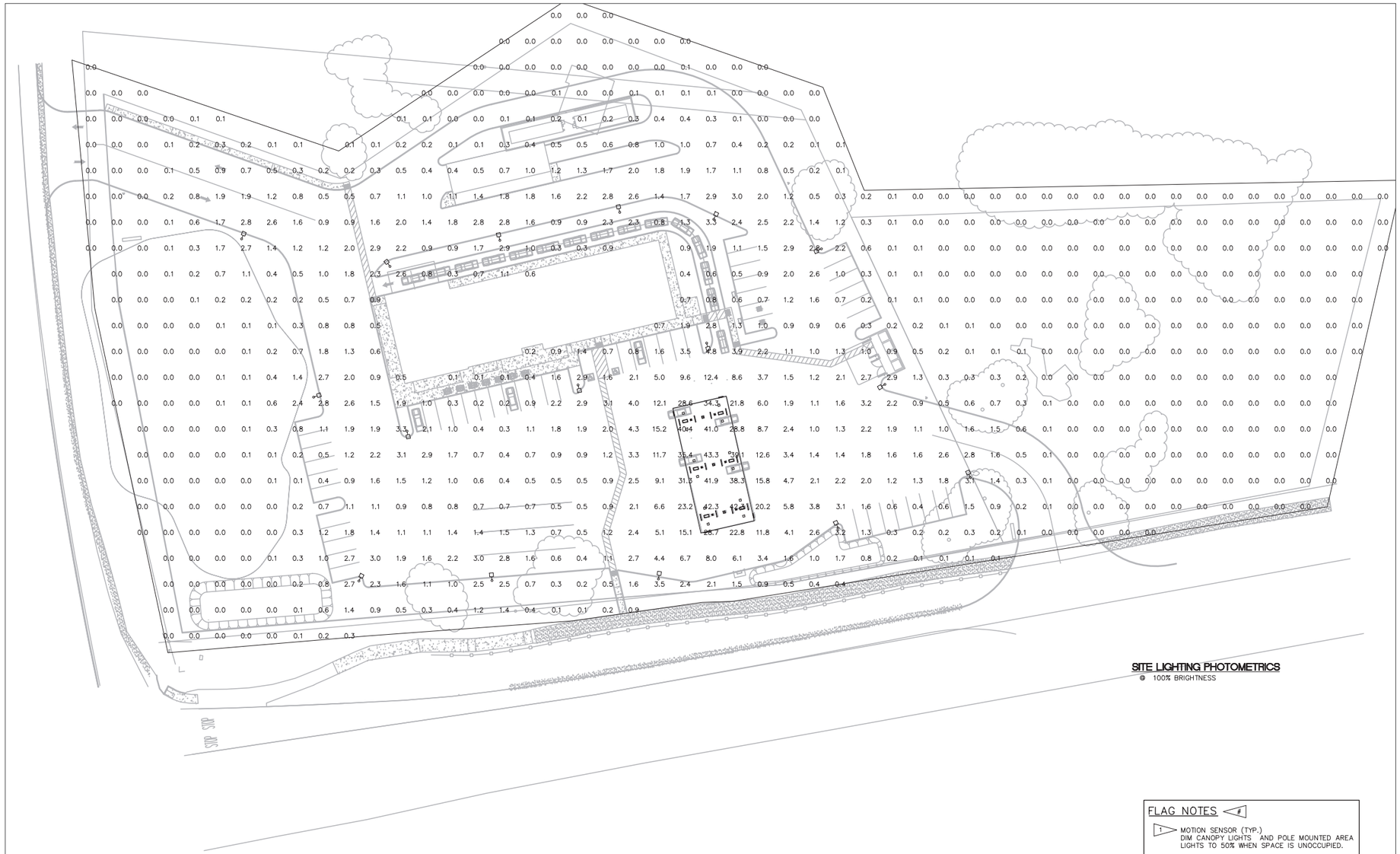
DATE
SCALE
DRAWN
CKD
APPD

NE CNR OF HWY-49 & GEORGETOWN RD
COOL, CA. - APN: 071-080-007

LANDSCAPE PLAN

L1.1

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit J - Photometric Site Plan



FLAG NOTES

1. MOTION SENSOR (TYP.)
DIM CANOPY LIGHTS AND POLE MOUNTED AREA LIGHTS TO 50% WHEN SPACE IS UNOCCUPIED.

SITE LIGHT FIXTURE SCHEDULE

TAG	SYMBOL	MOUNTING	DESCRIPTION	MODEL	VOLTAGE	TYPE	LAMPING	WATTAGE	NOTES
C	▫	CEILING	LED CANOPY LIGHT WITH MOTION SENSOR	LSI INDUSTRIES – SCV–LED–20L–SC–UNV–DIM–50–WHT–ALBCS1	MULTIPLE	0–10V DIMMING	(1) 131.3W LED	131.3	
P1	▫□	POLE	POLE LIGHT WITH MOTION SENSOR	LSI INDUSTRIES, INC, SLM–LED–9L–SIL–FT–UNV –DIM–50––GMG–70CRI–IL ALBCS2	MULTIPLE	0–10V DIMMING	(1) 70W LED	70	

NOTE: DRAWINGS ARE NOT TO SCALE IF SHEET IS PLOTTED ON 11" x 17"

M. HIGGINBOTHAM ARCHITECT
LICENSE NO. C-36401

MHA
DESIGN SERVICES
11584 FRANCIS DRIVE
GRASS VALLEY, CA 95949
(530) 263-5899
MelH.Architect@gmail.com

A PROJECT FOR:
HBD CAPITAL LLC
10940 TRINITY PKWY
SUITE C-274
STOCKTON, CA 95219
CONTACT: MEL HIGGINBOTHAM
PHONE: (530) 263-5899
EMAIL:
MelH.Architect@gmail.com

ROBISON ENGINEERING, INC
19401 40TH AVE W SUITE 302,
LYNNWOOD, WA 98036
TEL: 206-364-3343
FAX: 425-835-0038
REI PROJECT NO.: 959010
CONTACT: SHANE MCCLURE

REGISTERED PROFESSIONAL ENGINEER
MARK H. STEINLE
No. E-24894
12-31-24
ELECTRICAL
STATE OF CALIFORNIA

11/14/23

NO	DESCRIPTION	DATE
1	DESIGN REVIEW	8/5/22
2	BACKGROUND UPDATE	11/14/23

SET REVISIONS

DATE
SCALE
DRAWN
CKD
APPD

NE CNR OF HWY-49 & GEORGETOWN RD
COOL, CA. - APN: 071-080-007

PHOTOMETRIC PLAN
(100% LIGHT LEVEL)

ES2

Technical Memorandum

November 27, 2024

To	El Dorado County – Zack Oates, Senior Civil Engineer Caltrans District 3 – Satwinder Dhatt, Local Development Review, Equity, and System Planning,		
From	Frank Penry, PE, TE, PTOE Peter Galloway, Senior Transportation Planner Emily Darke, Staff Engineer, EIT		
CC	Sandeep Dhanda, Owner Melvin Higginbotham, Architect, MHA Design Services	Email	Sandeepdhanda@yahoo.com
Subject	PA21-0021 Cool Automotive & Commercial Project – Traffic Impact Analysis Memorandum (Revised)	Project no.	12579129

1. Introduction

The following technical memorandum prepared by GHD presents the results of a revised traffic impact analyses for the proposed Cool Automotive and Commercial Center project (convenience market, fuel facility, drive-through restaurant, future retail pad, and car wash). Previous draft technical memorandums assessing the traffic impacts of the proposed project were published (*GHD, September 2022, September 2023, February 2024, & June 2024*) and reviewed by both the County of El Dorado and Caltrans.[1] [2] [3]As a result of comments received from both agencies, the project site plan has been revised/improved and proposed project land uses have been consolidated. Agency comments related to proposed project trip generation and assignment have been addressed. Circulation related to truck access, vehicle queuing, and pedestrian/bicycle safety associated with the adjacent Class I multi-use path has been further evaluated. A quantitative vehicle miles traveled (VMT) analysis has been provided based on Big Data using the GIS-based platform (Replica). Finally, the most recent comments associated with specific recommended improvements identified as part of the recent State Route 49 American River Confluence Study and project driveway design have been incorporated into the analysis.[4]

The proposed project site would be located on the northeast quadrant of the State Route 49 and State Route 193 intersection in Cool, California. The proposed project would develop an existing vacant parcels (APN# 071-080-007 & APN# 071-500-036). This updated Traffic Impact Analysis Memorandum (TIAM) satisfies the

[1] DKS Associates, Peer Review of the Transportation Impact Analysis for the Cool Automotive & Commercial Project, Project #21197-015, Memorandum from Josh Pilachowski (DKS) to Zach Oates (El Dorado County), May 11, 2023.
[2] Satwinder Dhatt, Local Development Coordinator, Caltrans, District 3, PA21-0021, Higginbotham (Cool Automotive & Commercial Project), June 19, 2023.
[3] Caltrans, Higginbotham / Cool Automotive and Commercial Project (PA21-0021 & DR22-0007), Comment memorandum(s) to Valerie Brady, El Dorado County, June 23, 2023 & July 9, 2024.
[4] DKS Associates, Peer Review of the Transportation Impact Analysis for the Cool Automotive & Commercial Project, Project #21197-015, Memorandum from Jim Damkowitch (DKS) to Zach Oates (El Dorado County), April 5, 2024.

requirements per the County of Eldorado and Caltrans Guidelines. **Figure 1.1** presents the study area map and project location.

The term “project,” as used in this report, refers to the updated development uses as follows:

- Development of the existing vacant lot on the northeast quadrant of the State Route 49 (SR 49) and State Route 193 (SR 193) intersection. The proposed developments are as follows:
    - **Main building(s) comprising of 9,787 square feet**
        - Convenience Store - 4,620 square feet
        - Drive-Through QSR Restaurant - 2,585 square feet
        - Future Retail Pad – 2,582 square feet
    - **Fueling facility with island and canopy and car wash of 6,176 square feet**
        - Above ground fueling tanks (2-20,000-gallon tanks)
        - 6-pump (12 vehicle fueling positions) fuel facility/canopy – 3,024 square feet
        - Automated Car Wash – 1,892 square feet

The proposed project is located in the Town of Cool in Eldorado County. Currently, the adjacent parcel located directly north of the project site contains a United States Post Office. The parcel(s) directly west of the proposed project site (across SR 49) contain a mix of restaurant, fueling, and retail uses. Finally, the parcels located on the southeast quadrant of the SR 49/SR 193 intersection contain a florist and larger retail center with a Holiday Market, medical facilities, brewpub, and other smaller retail stores.

Included in this memorandum are analyses and discussion of the following items:

- Technical analysis parameters and methodologies.
- Existing study locations, data collection, and existing conditions assumptions.
- Project description including quantification of trip generation and trip distribution associated with the proposed project.
- Existing Plus Project Conditions (Year 2022)
- Near-Term plus Project (Year 2032).
- Vehicle Miles Traveled (VMT) analysis related to the SB 743 and the trip characteristics of the proposed project associated with location, size, and screening criteria.
- Cumulative Analysis, including No Project and Plus Project Conditions (Year 2042).
- Impact Determination and Mitigation Measures.

Consistent with the City’s guidelines, the following traffic scenarios were analyzed for this project:

- Existing Conditions (Year 2022)
- Existing (Year 2022) Plus Project Conditions
- Near-Term (Year 2032) No Project Conditions
- Near-Term (Year 2032) Plus Project Conditions
- Cumulative (2042) No Project Conditions
- Cumulative (2042) Plus Project Conditions

The above traffic scenarios are described in further detail and evaluated in subsequent sections.

Paper Size ANSI A

0 0.01 0.02 0.03 0.04

Miles

Map Projection: Mercator Auxiliary Sphere
Horizontal Datum: WGS 1984
Grid: WGS 1984 Web Mercator Auxiliary Sphere

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

STUDY AREA MAP

Project No. 12579129
Revision No. -
Date 07/10/2022

FIGURE 1.1

\\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\GIS\Maps\Working\12579129 Vicinity Map.mxd
Print date: 10 Aug 2022 - 10:47

Data source: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community. Created by: edarke

2. Project Background

The prosed project includes development of a gas station with 12 vehicle fueling positions, a 4,620 square- foot convenience market, a 2,585 square-foot quick service restaurant (QSR) with drive-through lane, a 2,582 square-foot future retail pad, and an 1,892 square- foot car wash on APN#'s 071-080-007 & 071-500-036. The proposed project is located at the corner of SR 49 (Coloma Road) and SR 193 (Georgetown Road) on the northeast quadrant of the intersection.

The proposed development has two (2) primary access driveways to distribute the stie traffic on the adjacent State Highways. From SR 49, a full-access driveway would serve the project site and be located approximately 400-feet north of SR 193 (Georgetown Road). A second full-access driveway would be located on SR 193 directly opposite Ellinghouse Drive approximately 600-feet east of SR 49. This project driveway would form a standard four-way intersection (southbound leg) with the SR 93/Ellinghouse Drive intersection. The project site plan is shown in **Figure 2.1**.

2.1 Purpose and Need

The purpose of this development is to provide improved fueling, convenience market, and restaurant services to vehicles traveling to their destinations. The proposed project is consistent with the County of El Dorado's General Plan land use and regional travel demand model zoned for General Commercial (GC-DC). The proposed site is located along two State Highways (SR 49 and SR 193) with access north to Auburn and south to Coloma and Sutter's Mill. Regional connection to the project site would be via SR 49 to/from the north to Interstate 80 at Auburn.

2.2 Study Intersections and Roadway Segments

Four primary intersections adjacent to and providing access to the project site were selected for evaluation in coordination with the County of El Dorado and Caltrans Highway Operations staff for the weekday AM and PM peak hour conditions. The study intersections for the project are listed below:

1. Northside Drive at Highway 49 (Coloma Road)
2. Project Driveway at Highway 49 (Coloma Road)
3. Highway 49 (Coloma Road) at Highway 193 (Georgetown Road)
4. Project Driveway at Ellinghouse Road and Highway 193 (Georgetown Road)

In addition to key intersection analyses, the following roadway segments were evaluated for volume capacities adjacent to the proposed project site:

- Highway 49 (Coloma Road) north of Highway 193 (Georgetown Road)
- Highway 49 (Coloma Road south of Highway 193 (Georgetown Road)
- Highway 193 (Georgetown Road) east of Highway 49 (Coloma Road)

The roadway network that provides primary vehicle circulation for the project study area includes Highway 49, Highway 193, Northside Drive, and Ellinghouse Road. Regional access is provided by Interstate 80 north of the project site. A brief description of each roadway follows:

Highway 49 (SR 49) is a regional highway that extends north-south through California's foothills and Gold Country. Starting in the north state, Highway 49 extends south from SR 70 extending through Sierra City, Downieville, Nevada City, Grass Valley, Auburn, Coloma, Placerville, and Mariposa to Oakhurst. In the project study area, SR 49 is a two-lane facility with a two-way-left-turn lane. The roadway also has wide (4-5') painted shoulders both north and south of Highway 193 but lacks frontage improvements.

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

PROJECT SITE PLAN

Project No. 12579129
Date 7/18/2023

FIGURE 2.1

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\56\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 18 July 2023 9:14 AM

The posted speed limit on Coloma Road is 45 mph. Based on the most recent Caltrans volume data, SR 49 carries 8,800 annual average daily traffic (AADT) with 5.6% truck traffic. It is noted that a Class I pedestrian-bike shared use path extends along the west side of SR 49 starting immediately south of its intersection with SR 193 to Cave Valley Road (a distance of approximately 1 mile).

Highway 193 (SR 193) extends east from SR 49 is a two-lane facility with no frontage improvements. SR 193 provides access east to Greenwood and Georgetown before extending south to Spanish Flat, Kelsey, and Placerville. SR 193 has left-turn/right-turn pockets at major street intersections in the study area with a posted speed limit of 55 mph. Based on the most recent Caltrans volumes, SR 193 carries 7,800 AADT with 7.3% truck traffic. It is noted that a Class I pedestrian-bike shared use path extends along the north side of SR 193 between SR 49 and American River Trail (a distance of approximately 0.9 miles).

Northside Road is located immediately north of the proposed project site and extends east from Highway 49 approximately 600-feet north of SR 193. A narrow roadway (18-feet), Northside Road provides access to existing United States Post Office facilities and self-storage areas. A new development that occurred on the south side of the roadway (Dollar General Store) improved Northside Road (i.e., widened) along its frontage to Highway 49.

Ellinghouse Road is located south of the proposed project site extending a relatively short distance (1,200 - feet) between Highway 193 and Highway 49. Ellinghouse Road provides access to the newer Holiday Market commercial-retail center located on the southeast quadrant of the Highway 49/Highway 193 intersection and has two travel lanes.

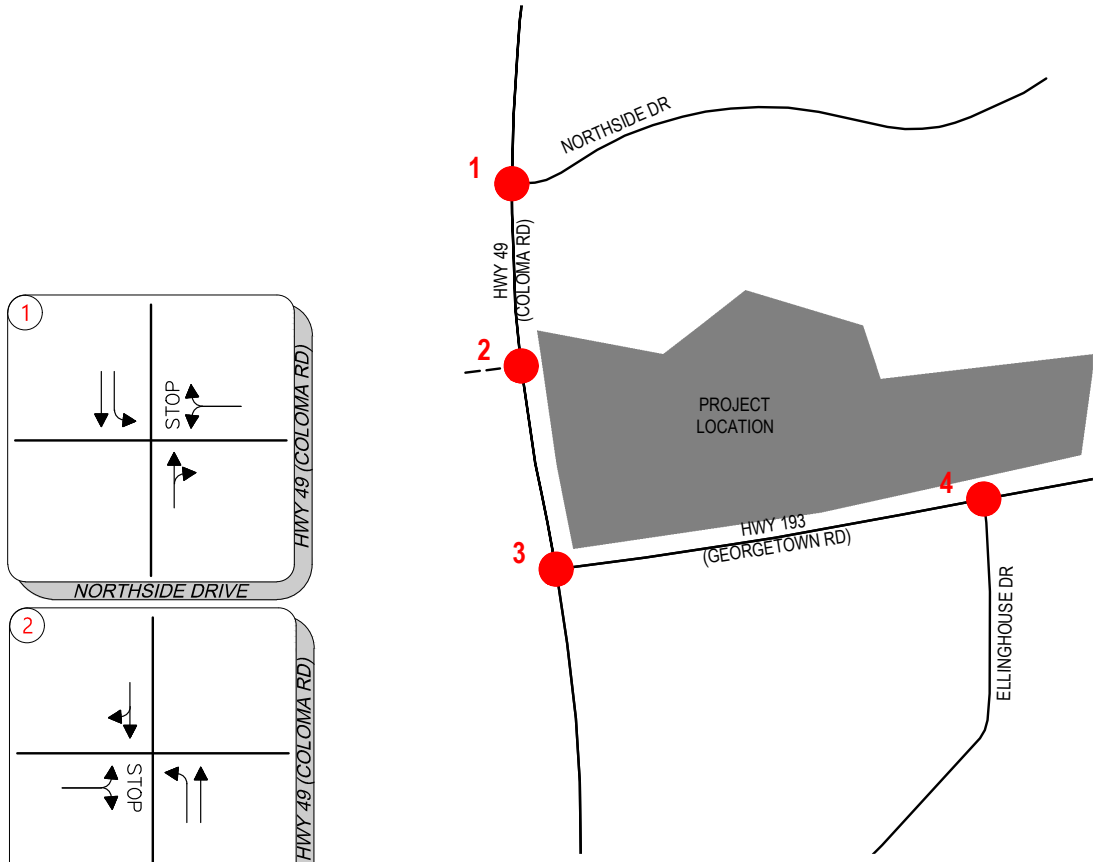
Regional access to the project study area is provided by **Interstate 80** which extends in an east-west direction approximately 9 miles north of the project site via Highway 49 at Auburn. Interstate 80 provides access west to Sacramento, Davis, and the Bay Area. To the east, Interstate 80 provides access to Truckee and Reno before continuing to through the adjacent states of Nevada, Utah, and Wyoming all the way to the east coast. I-80 is a multi-lane facility at Auburn.

2.3 Data Collection and Analysis

Recent transportation analyses were conducted for the Cool General Retail Project DEIR (El Dorado County, *SCH# 2020049050*, January 2021). Currently under construction, the project (Dollar General Store) is located immediately north of the proposed project site and gains vehicle access from Northside Drive. Vehicle count data for associated traffic analyses was collected for both the weekday AM peak period (7:00-9:00 a.m.) and PM peak period (4:00-6:00 p.m.) at the SR 49 intersections located at Northside Drive and SR 193. Vehicle count data collected as part of the Dollar General Store (KDA, 2020) traffic analysis was used for comparison purposes and consistency to ensure a conservative estimate of overall vehicle operations in the study area.

For the purposes of proposed project analysis, new intersection turning movement counts for the ***four*** existing intersections were collected on Thursday, July 28, 2022 during the AM peak and PM peak periods based on Caltrans direction. The traffic data collection was conducted to capture peak summer tourist traffic during weekday conditions. The AM peak hour is defined as the one continuous hour of peak traffic flow counted between 7:00 AM and 9:00 AM, and the PM peak hour is defined as the one continuous hour of peak traffic flow counted between 4:00 PM and 6:00 PM under typical weekday conditions. **Figure 2.2** presents the study intersections with existing lane configuration and traffic control. Intersection peak hour counts are included in **Attachment A** of this memorandum and shown in **Figure 2.3**.

Northside Drive is stop-sign controlled at SR 49 (T- intersection) for the westbound direction. A two-way-left-turn lane (TWLTL) is present on SR 49. The SR 49/SR 193 intersection is all-way-stop-controlled with a flashing beacon. Finally, the existing Ellinghouse Drive/SR 193 intersection is stop-sign controlled for the northbound (T- intersection) approach at SR 193. There is a separate westbound left-turn lane and separate eastbound right-turn lane from SR 193 providing access onto Ellinghouse Drive.



LEGEND:

BICYCLE LANE

VEHICLE LANE

STOP STOP CONTROL

N

GHD

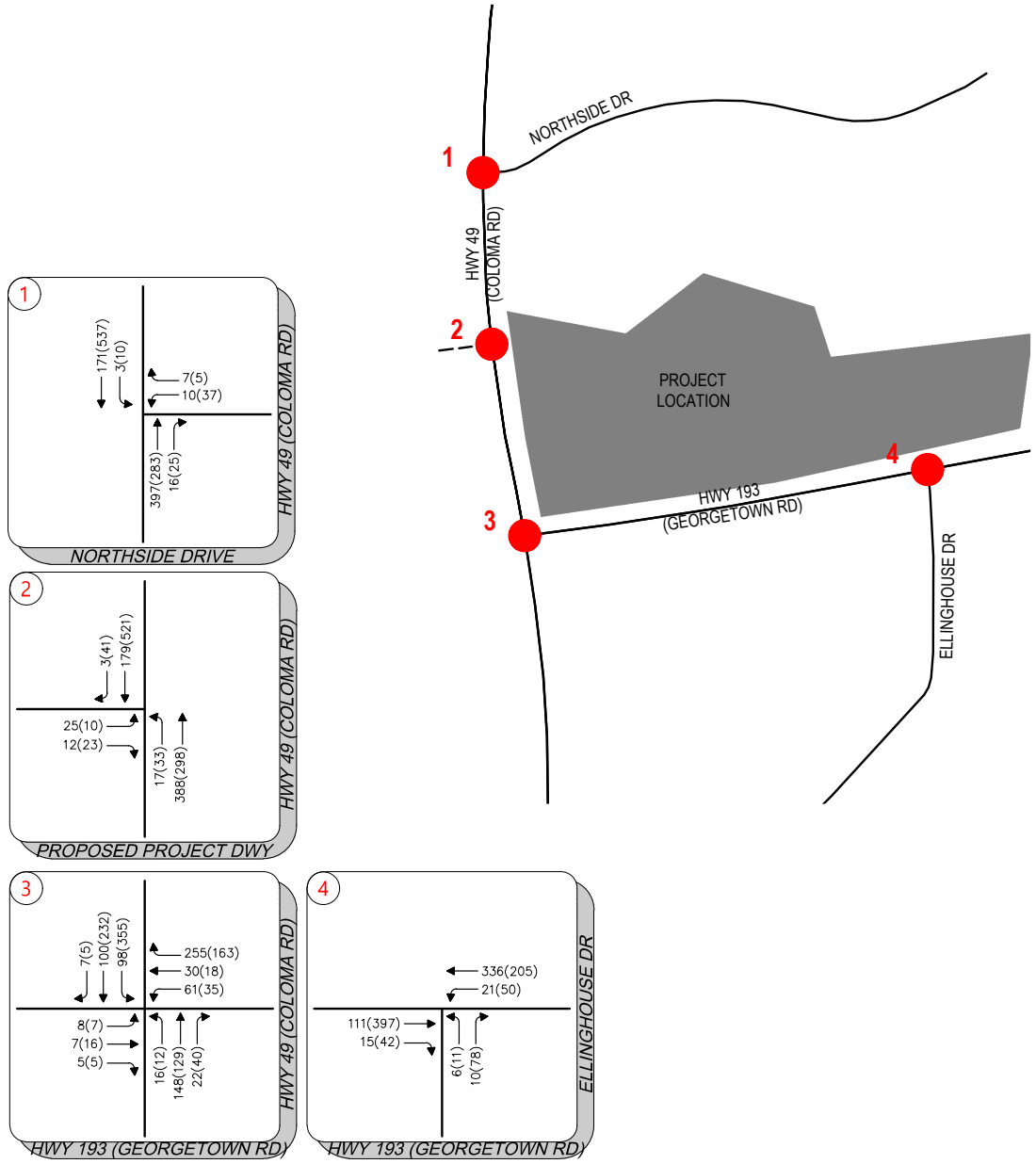
MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

Project No. **12579129**
Date **8/29/2023**

FIGURE 2.2

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 29 August 2023 12:24 PM



LEGEND:

XX - AM PEAK HOUR TRAFFIC VOLUMES
(XX) - PM PEAK HOUR TRAFFIC VOLUMES

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

EXISTING PEAK HOUR VOLUMES

Project No. **12579129**
Date **8/29/2023**

FIGURE 2.3

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 29 August 2023 12:24 PM

3. Technical Analysis & Methodologies

3.1 Transportation and VMT Methodologies

Technical analysis parameters and methodologies for the traffic study have been based on the County of El Dorado traffic impact analysis guidelines, *Transportation Impact Study Guidelines, November 2014,* and consistent with policies adopted in *2004 El Dorado County General Plan Transportation and Circulation Element (Amended December 10, 2019).*

Senate Bill (SB) 743 was signed into law in 2013, with the intent to better align CEQA practices with statewide sustainability goals related to efficient land use, greater multimodal choices, and greenhouse gas reductions. The provisions of SB 743 became effective Statewide on July 1, 2020. Under SB 743, automobile delay, traditionally measured as level of service (LOS), are no longer considered an environmental impact under CEQA. Instead, impacts are determined by changes to VMT. However, traffic impact analyses have been conducted in tandem with additional VMT analyses consistent with County guidelines and direction.

The following section outlines the analysis parameters and methodologies that will be used in the transportation impact study to quantify the measures of effectiveness for the analysis scenarios.

3.2 Level of Service Methodologies

Levels of Service (LOS) will be calculated for all study intersection control types using the methods documented in the Transportation Research Board Publication, *Highway Capacity Manual, Sixth Edition, A Guide for Multimodal Mobility Analysis, 2016* (HCM 6). HCM 6 methodology is consistent with both the County of El Dorado and Caltrans guidelines. In addition, per the County of El Dorado's, *Transportation Impact Study Guidelines*, this analysis will also include project access, circulation, and analysis of multimodal infrastructure.

In an effort to maintain consistency with the County of El Dorado's *General Plan* policies for transportation facilities, level of service methodologies for intersections will be used to determine if the project causes an increase in traffic that is substantial and adverse in relation to the traffic load and capacity of the existing street system. Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection, or roadway segment, representing progressively worsening traffic conditions. LOS "A" represents free-flow operating conditions and LOS "F" represents over-capacity conditions.

3.2.1 Intersection Operations

The Synchro 10 (Cubic) software program will be used to implement the HCM 6 analysis methodologies for the study intersections. Intersection Level of Service (LOS) will be calculated for all control types using the methods documented in HCM 6. For unsignalized intersections, the intersection LOS represents the worst minor-street movement controlled by a stop sign.

Vehicles queue lengths at project driveways and intersection turn pockets will be evaluated using microsimulation. *Simtraffic* traffic simulation software was used in capturing real world queuing conditions. The average of five (5) microsimulation runs were used in capturing 95th percentile queue. The vehicular-based LOS criteria for different types of intersection controls are presented in **Table 3.2.**

To determine whether "significance" should be associated with unsignalized intersection operations, a supplemental traffic signal "warrant" analysis will also be completed. The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an otherwise unsignalized intersection. This study will employ the signal warrant criteria presented in the latest edition of California's Manual on Uniform Traffic Control Devices (CA MUTCD) for all study intersection(s). The signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, frequency of accidents, location of school areas etc. The CA

TABLE 3.2 – LEVEL OF SERVICE (LOS) CRITERIA FOR INTERSECTIONS

LOS	Type of Flow	Delay	Maneuverability	Stopped Delay / Vehicle (sec)	
				Signalized	Unsignalized / AWSC, TWSC, and Roundabouts
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤10.0	≤10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10 and ≤20.0	>10 and ≤15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤35.0	>15 and ≤25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and ≤55.0	>25 and ≤35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55 and ≤80.0	>35 and ≤50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	>80.0	>50.0

MUTCD indicate that the installation of a traffic signal should be considered if one or more of the signal warrants are met. The ultimate decision to signalize an intersection should be determined after careful analysis of all intersections and area characteristics.

This traffic operations analysis will specifically utilize the Peak-Hour-Volume based Warrant 3 as one representative type of traffic signal warrant analysis. Warrant 3 criteria are identical for both Warrant 3 provides the option to use the lower threshold criteria (*CA MUTCD Figure 4C-4*) if the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000.

3.2.2 Highway (Two-Lane) Roadway Segment Levels of Service

Two-lane roadway segments will be analyzed using methodologies based on the Highway Capacity Manual 2010 (HCM) consistent with El Dorado County TIS guidelines and other recent transportation studies conducted for development projects in the study area. HCM classifies two-lane highways into three types including Classes I, II, and III based on travel speeds, trip lengths, and demographic/developed areas. Based on measures of effectiveness or (MOE) the LOS calculations incorporate average travel speeds (ATS), Percent Time Spent Following (PTSF), and Percent of Free-Flow Speed (PFFS). The LOS criteria for two-lane highways per El Dorado County peak hour segment volumes are shown in **Table 3.3**.

TABLE 3.3 EL DORADO COUNTY PEAK HOUR ROADWAY SEGMENT LOS CRITERION

		HCM 2010 Planning Level Volumes				
Code	Functional Class Codes (Updated to HCM 2010)	A	B	C	D	E
2A	Two-Lane Arterial	---	---	850	1,540	1,650

Freeway LOS based on HCM 2010, Exhibit 10-8, Urban Area, Rolling Terrain, K-factor on 0.09, and D-factor of 0.60

2-lane highway (and arterial 2-lane) LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, .09 K-factor and D-factor of 0.6

Arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed of 45 mi/h

Volumes are for both directions unless noted

3.3 Agency LOS Guidelines, Policies, and Transportation Studies

The four study intersections are within the County of El Dorado's and Caltrans jurisdictions on State Route 49 and State Route 193. Key policies and thresholds are listed below.

3.3.1 County of El Dorado Policies and LOS Guidelines

In conformance with the County of El Dorado General Plan Transportation and Circulation Element (July 2004, Amended August 2019), the following policies would apply to proposed project development:

GOAL TC-X: To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County Roads.

> **Policy TC-Xc** Developer paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development during peak hours upon any highways, arterial roads, and their intersections during weekday, peak-hour periods in unincorporated areas of the county. (Resolution 201-2018, September 25, 2018)

Policy TC-Xd 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 (shown below). The volume to capacity ratio of the roadway segments listed in Table 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.

TABLE TC-2
EL DORADO COUNTY ROADS ALLOWED TO OPERATE AT LEVEL OF SERVICE F[1]
(Through December 31, 2018)

Road Segment(s)		Max. V/C[2]
Cambridge Road	Country Club Drive to Oxford Road	1.07
Cameron Park Drive	Robin Lane to Coach Lane	1.11
Missouri Flat Road	U.S. Highway 50 to Mother Lode Drive	1.12
	Mother Lode Drive to China Garden Road	1.20
Pleasant Valley Road	El Dorado Road to State Route 49	1.28
U.S. Highway 50	Canal Street to junction of State Route 49 (Spring Street)	1.25
	Junction of State Route 49 (Spring Street) to Coloma Street	1.59
	Coloma Street to Bedford Avenue	1.61
	Bedford Avenue to beginning of freeway	1.73
	Beginning of freeway to Washington overhead	1.16
	Ice House Road to Echo Lake	1.16
State Route 49	Pacific/Sacramento Street to new four-lane section	1.31
	U.S. Highway 50 to State Route 193	1.32
	State Route 193 to county line	1.51

Notes:
[1] Roads improved to their maximum width given right-of-way and physical limitations.
[2] Volume to Capacity ratio.

Source: El Dorado County, Attachment 5, File # DR00-001, Measure Y Revisions to 2004 El Dorado County General Plan, July 19, 2004.

As noted above in the County's Table TC-2, specific segments of Highway 49 are allowed to operate at LOS F in the project study area. In the project study area, this includes the approximate 0.8 segment of

Highway 49 between Highway 50 to State Route 193 to the project's southern intersection. The SR 193 to Placer County Highway 49 segment then extends along the project frontage to the Placer County line.

Policy TC-Xe For the purposes of this Transportation and Circulation Element, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or

B. The addition of 100 or more daily trips, or

C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Policy TC-Xf For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

Policy TC-Xg Each development project shall dedicate right-of-way, design and construct or fund any improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. This policy shall remain in effect indefinitely unless amended by voters.

Policy TC-3c The County shall encourage new development within the Community Regions and Rural Centers to provide appropriate on-site facilities that encourage employees to use alternative transportation modes. The type of facilities that may include bicycle parking, shower and locker facilities, and convenient access to transit, depending on the development size and location.

Policy TC-4i. Within Community Centers and Rural Centers, all development shall include pedestrian/bike paths connecting to adjacent development and to schools, parks, commercial areas, and other facilities where feasible. In Rural Regions, pedestrian/bike paths shall be considered as appropriate.

As noted in Section 3.1 (VMT Analysis), while LOS policies may apply to the findings of consistency for the proposed project, LOS may not be used to determine a significant transportation impact under CEQA. However, the County's transportation policies do include related LOS thresholds for County maintained roads and state highways within unincorporated areas. For operational purposes, the County's policies are generally consistent with Caltrans policies that strive to "maintain a target LOS at the transition between LOS C and LOS D on state highway facilities." For the purpose of this analysis (when evaluating the operational characteristics of intersections and roadways), a target LOS of D will be the threshold. However, as noted the standard for SR 49 in the project study area is LOS F based on El Dorado County Road Standards.

This traffic study will specifically utilize the Peak-Hour-Volume based Warrant 3 as one representative type of traffic signal warrant analysis. Since Warrant 3 provides specialized warrant criteria for intersections with rural characteristics (e.g., located in communities with populations less than 10,000 persons or with adjacent major streets operating above 40 mph), the study intersection will be evaluated with this specialized criterion.

This traffic study focuses on the evaluation of the traffic operating conditions and any subsequent traffic impacts and the recommended mitigation. The study incorporates appropriate heavy vehicle adjustment factors, peak hour factors, and lane geometry/storage capacity and reports the resulting intersection delays and LOS as estimated using the HCM 6 based analysis methodologies. The Synchro 11 (Trafficware) software

program was used to implement the HCM 6 analysis methodologies. Synchro 11 has the capability to produce results using HCM 2016 methodologies, and takes into account intersection geometry, delay, and queue lengths.

3.3.2 State Route (SR) 49 American River Confluence Study

Based on discussions with County Engineering staff, other potential circulation improvements have been suggested for the study area along the SR 49 corridor identified as part of State Route 49 American River Confluence Study.[5] The study evaluated the corridor segment of SR 49 between the community of Cool north to the City of Auburn looking at "Existing Issues" associated with "overcrowding, accessibility, and the general safety of the corridor." Two issues identified by County staff include over-sized truck traffic and intersection operations along the corridor. The analysis found that over-sized truck traffic (STAA sized vehicles 48-58' KPRA) are problematic along the SR 49 corridor in general and particularly in the segment between SR 193 north to Auburn given the limited curve radii and narrow travel lanes. Some of the key recommendations for over-sized trucks (not all) along the SR 49 and project study area in Cool are as follows:

- Identify locations in Placerville and Auburn and place signage to deter oversized trucks from entering the corridor.
- Install signage at multiple locations in Auburn, and the I-80 interchanges with Elm Avenue and SR 49 in Auburn to direct oversized truck traffic away from the SR 49 study corridor.
- Encourage local and regional agencies to coordinate with the CHP to encourage greater enforcement on SR 49 including ticketing STAA-sized vehicles (48-53 feet KPRA).
- Encourage local and regional agencies to partner with Caltrans and the CHP to form a Goods Movement Committee to establish a forum for addressing oversized truck usage in the Confluence.
- Pursuant to the conditions of approval established as part of the entitlement process and approval of the Dollar General Store located in Cool, coordinate with El Dorado County to better enforce Dollar General Store truck restrictions in the Confluence.

In addition to deterring over-sized truck traffic along the SR 49 corridor, the study also identified intersection operation at the SR 49/SR 193 intersection.

- Perform an Intersection Control Evaluation (ICE) study at the intersection of SR 49 and SR 193 to determine suitability of a roundabout or other configuration that would support future traffic volumes should they reach a level unsupported by the current stop control intersection.

It is noted that the suggested operational analyses of the SR 49/SR 193 are supported by Caltrans.

3.4 Technical Analysis Parameters

The traffic study provides a "preliminary operational level" evaluation of traffic operating conditions at the study intersection. The evaluation incorporated appropriate heavy vehicle adjustment factors, peak hour factors, lane geometries, etc. **Table 3.4** summarizes the intersection technical analysis parameters used within the study.

[5] DKS Associates, State Route (SR) 49 American River Confluence Study, Final Report, Prepared for El Dorado County Transportation Commission, February 2023.

TABLE 3.4 – TECHNICAL ANALYSIS PARAMETERS

Technical Parameters	Assumption
1. Intersection Peak Hour Factor (PHF)	Field recorded PHF for Existing & Existing plus Project Scenarios 0.92 PHF in AM and PM peak hours for Cumulative and Cumulative Plus Project Scenarios
2. Intersection Heavy Vehicle	Minimum of 2% and/or Heavy Vehicle Counts per movement recorded in field

4. Transit

Transit service in El Dorado County is provided primarily by the El Dorado County Transit Authority (EDCTA) in community and rural areas adjacent to SR 50. These include the communities of Placerville, Diamond Springs, Cameron Park, and Pollock Pines. There are also commuter routes extending between western El Dorado County and downtown Sacramento. Dial-a-Ride service is provided to outlying areas not served by standard routes. Between fixed route and commuter service routes, there are a total of 9 routes in western El Dorado County. In addition, life-line service is provided to elderly and/or disabled patrons as well as Sacramento commuters. Currently, no EDTCA bus route serves the Community of Cool.

In addition to EDTCA service, there is a Sacramento/South Lake Tahoe connecting bus service (Lake Tahoe Transit). Based on the EDCTA's website, "The Sacramento Commuter provides 11 trips in the morning for Park and Ride locations in Western El Dorado County to downtown Sacramento and 11 return trips in the afternoons Monday through Friday, as well as reverse commuter trips twice daily."

5. Pedestrian-Bicycle

Pedestrian and bicycle facilities in the project study area consist primarily of pedestrian crosswalks, and Class I (off-street) pedestrian-bike shared use paths. In the immediate project study area, pedestrian and bicycle facilities are limited to the immediate SR 49/SR193 intersection. An all-way-stop-controlled facility (with stop-sign warning lights and flashing beacon); the SR 49/SR 193 intersection has a north-south pedestrian crosswalk on SR 193 (east side of intersection) and an east-west pedestrian crosswalk on SR 49 (south side of intersection). As noted, Class I (off-street) pedestrian-bike shared use paths are located along the north side of SR 193and SR 49 along the west side of the highway. The pedestrian crosswalks at the SR 49/SR 193 link the two Class I shared use paths.

6. Collision Analysis

A collision analysis was conducted for the study area to determine any trends or patterns that may indicate a safety issue at adjacent intersections and roadways in the study area. Collision rates are calculated based on records provided by the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. In addition, a collision rate analysis using the Traffic Accident Surveillance and Analysis System (TASAS) records (*Caltrans, 2022*) was incorporated for the SR 49 segment between. The most current five (5) year period from January 1, 2017 through December 31, 2021 was analyzed.

Collision characteristics and rates for the three primary existing study intersections are shown in **Table 6.1.**

There were no fatal or severe injury collisions recorded for the study locations in the past five years. In addition, the calculated collision rates for the study locations were compared to the average collision rates for similar facilities statewide, as indicated in the *2018 Collision Data on California State Highways* (Caltrans).

As presented in **Table 6.1**, all three primary intersections are experiencing collision rates below the State average for similar facilities. The SR 49/SR 193 intersection has experienced four (4) collisions in the last five years which were recorded as "property damage (2)" and "rear-end (2)." The Ellinghouse Drive/SR 193 intersections experienced two (2) collisions including "property damage (1)" and "broadside (1)". Broadside collisions typically occur when vehicles do not yield the right of way or violate the stop signs. There were no pedestrian or bicycle to vehicle collisions.

TABLE 6.1 – STUDY INTERSECTIONS COLLISION ANALYSIS

Intersection ID	Intersection	By Severity					By Type							By Year					Bicycle Involved Collisions	Pedestrian Involved Collisions	Total Collisions (2016-2020)	24-Hr Entering Volume	Collision Rate (Per Million Entering Vehicles)	CA Average Collision Rate (Per Million Entering Vehicles)
		Fatal	Severe Injury	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Vehicle/Pedestrian	Other	2016	2017	2018	2019	2020						
1	Northside Drive / Highway 49 (Coloma Road)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8800	**0.0000**	0.19
2	Proposed Project Driveway / Highway 49 (Coloma Road)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8800	**0.0000**	0.19
3	Highway 49 (Coloma Road) / Highway 193 (Georgetown Road)	0	0	1	1	2	1	0	2	1	0	0	0	0	0	2	0	2	0	0	4	12890	**0.1700**	0.56
4	Ellinghouse Drive / Highway 193 (Georgetown Road)	0	1	0	0	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	2	7410	**0.1479**	0.19

In addition to intersection collisions, roadway segments along SR 49 and SR 193 were analyzed for collision characteristics as shown in **Table 6.2** and **Table 6.3**. As presented, the roadway segments on SR 49 (north and south of SR 193) and SR 193 (east of SR 49). Again, there were no fatal or severe injury collisions on the segments with just three collisions over the five-year period well below the state average.

TABLE 6.2—STUDY ROADWAY SEGMENT COLLISION ANALYSIS

Segment ID	Segment	By Severity					By Type							By Year					Bicycle Involved Collisions	Pedestrian Involved Collisions	Total Collisions (2016-2020)	24-Hr Entering Volume	Collision Rate (Per Million Entering Vehicles)	CA Average Collision Rate (Per Million Entering Vehicles)
		Fatal	Severe Injury	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Vehicle/Pedestrian	Other	2016	2017	2018	2019	2020						
A	Highway 49 (Coloma Road) from Highway 193 (Georgetown Road) to 150' North of Northside Drive	0	0	1	0	1	0	0	0	1	1	0	0	1	0	0	1	0	0	0	2	8800	**0.0008**	0.78
B	Highway 193 (Georgetown Road) from Highway 149 (Coloma Road) to 500' West of Ellinghouse Drive	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7410	**0.0001**	0.78
C	Highway 49 (Coloma Road) from Highway 193 (Georgetown Road) to 500' South of Highway 193 (Georgetown Road)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8805	**0.0000**	0.78

In addition to inventorying the Statewide Integrated Traffic Records System for collisions at the study intersections and roadway segments, Caltrans performed an additional collision analysis for the SR 49 segment starting south of Ellinghouse Road and extending to Northside Drive (mileposts 34.237-34.582 or 0.40 miles). Using the Traffic Accident Surveillance and Analysis System (TASAS), vehicle collisions were recorded for the five-year period between January 1, 2017 and December 31, 2021 and are shown in **Table 6.3**. Comparing the actual collision rates for the roadway segment to the average rates for similar facilities, the segment is currently experiencing a total rate of fatal and injury rate below the state average. However, the segment is experiencing a collision rate (2.05) higher than the state average (1.41) for similar facilities.

TABLE 6.3—TASAS ROADWAY SEGMENT COLLISION RATES

Segment	Total # of Collisions	Fatal Collisions	Injury Collisions	ACTUAL (per million vehicle miles)			AVERAGE (per million vehicle miles)		
				Fatal Collisions	Fatal + Injury Collisions	Total	Fatal Collisions	Fatal + Injury Collisions	Total
ED-49 PM 34.237-34.582	7	0	2	0.000	0.59	2.05	0.037	0.67	1.41

Source: Caltrans, District 3 Office of Traffic Safety, TASAS collision analysis, March 23, 2022.

7. Existing Conditions (Year 2022)

The Existing Conditions have been modelled to analyze current traffic volumes and establish the baseline traffic performance. The existing scenario reflect opening year 2022 conditions.

7.1 Intersection Operations

Table 7.1 summarizes the intersection performance during the AM and PM peak hour at Existing Conditions.

TABLE 7.1 -EXISTING CONDITIONS INTERSECTION LOS

ID	Intersection	Peak Hour	Existing		
			Control	Delay	LOS
1	**Highway 49 (Coloma Road) & Northside Drive**	AM	TWSC	12	B
		PM		14.7	B
2	**Highway 49 (Coloma Road) & Retail Driveway/Project Driveway**	AM	TWSC	11.6	B
		PM		14	B
3	**Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)**	AM	AWSC	10.9	B
		PM		14.6	B
4	**Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)**	AM	TWSC	10.2	B
		PM		13.1	B

BOLD Indicate LOS of D or worse

1 TWSC = Two-Way-Stop-Control, Vehicle delay based on minor street stopped traffic (worst case).

2 AWSC = All-Way-Stop-Control, Vehicle delay based on average delay for each approach (worst case).

As presented in **Table 7.1**, all four project study intersections along SR 49 and SR 193 are operating at acceptable conditions (LOS B or better) during the AM and PM peak hour. All *Synchro* results are included in **Attachment C**.

The 95th percentile queue lengths were also analyzed using microsimulation (through *Simtraffic* Software) for the study intersection. All Simtraffic results are included in **Attachment D**.

As shown in **Table 7.2**, all storage lengths are adequate to store the 95th percentile vehicle queues at the four study intersections based on SimTraffic microsimulation. Field observations did indicate minor (3-5 vehicles) vehicle queuing for the westbound right-turn movement from SR 193 at SR 49 and the northbound through-

movement on SR 49 at SR 193. However, all observed vehicle queuing at the SR 49/SR 193 quickly dissipated and overall vehicle progression was acceptable.

TABLE 7.2 – EXISTING CONDITIONS QUEUING CHARACTERISTICS

Int. #	Intersection/Approach	Control Type	Existing No Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	
1	***Highway 49 (Coloma Road) & Northside Drive***				
	Westbound Left/Right	TWSC	40	50	100
	Southbound Left		10	20	150
2	***Highway 49 (Coloma Road) & Retail Driveway/Project Driveway***				
	Eastbound Left/Right	TWSC	50	50	75
	Northbound Left		15	45	100
	Southbound Thru/Right		0	5	145
3	***Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193***				
	Eastbound Left/Thru/Right	AWSC	30	30	140
	Westbound Left/Thru		45	45	540
	Westbound Right		75	60	90
	Northbound Left		30	30	150
	Northbound Thru		80	70	650
	Northbound Right		45	45	110
	Southbound Left		50	115	200
	Southbound Thru		50	70	340
	Southbound Right		15	10	200
4	***Ellinghouse Drive & Highway 193 (Georgetown Road)***				
	Eastbound Right	TWSC	0	0	175
	Westbound Left		15	35	220
	Northbound Left/Right		45	65	155

Note: **Bold** text indicates queues that exceed available storage
Weekday AM & PM peak hour and Weekend midday peak hour

7.2 Roadway Segment Level of Service

Table 7.3 identifies the existing roadway segment LOS in the project study area along SR 49 and SR 193. As shown, roadway segments on SR 49 (north and south of SR 193) and SR 193 (east of SR 49) are operating at LOS D or better during the AM and PM peak hour (worst case volumes shown).

TABLE 7.3 ROADWAY SEGMENT LOS; EXISTING CONDITIONS

		HCM 2010 Planning Level Volumes				
Code	Functional Class Codes (Updated to HCM 2010)	A	B	C	D	E
2A	Two-Lane Arterial	---	---	850	1,540	1,650
	State Route 49 north of State Route 193				855	
	State Route 49 south of State Route 193			481		
	State Route 193 east of State Route 49			627		

Freeway LOS based on HCM 2010, Exhibit 10-8, Urban Area, Rolling Terrain, K-factor on 0.09, and D-factor of 0.60

2-lane highway (and arterial 2-lane) LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, .09 K-factor and D-factor of 0.6

Arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed of 45 mi/h
Volumes are for both directions unless noted

7.3 Signal Warrants

Based on the CA MUTCD peak hour signal warrant criteria (Warrant #3) for all four study intersections were evaluated using Warrant 3: Peak Hour Factor. The peak hour warrant is one of several warrants used to determine if installation of a traffic signal is appropriate. Qualifying for signalization using the peak hour

warrants does not necessarily mean a signal should be installed as other hours of the day might experience undue delay. Therefore, the decision to install a traffic signal should be based on further analysis utilizing the additional warrants for signalization as presented in the CA MUTCD. Under Existing Conditions, the SR 49/SR 193 intersection would qualify for signalization under Figure 4C-4 (70% Option) (the warrant graphs are provided in Attachment **B**) without near-term, proposed project, or cumulative traffic volumes. The remaining three study intersections would not qualify for signalization with existing volumes at this time, due to the low minor street volumes. To meet the peak hour warrant, the highest minor street approach must be 75 vehicles or greater with a corresponding major street volume of approximately 1200 vehicles for the 70% condition. For all of the conditions, the remaining three study intersections do not meet these volume thresholds.

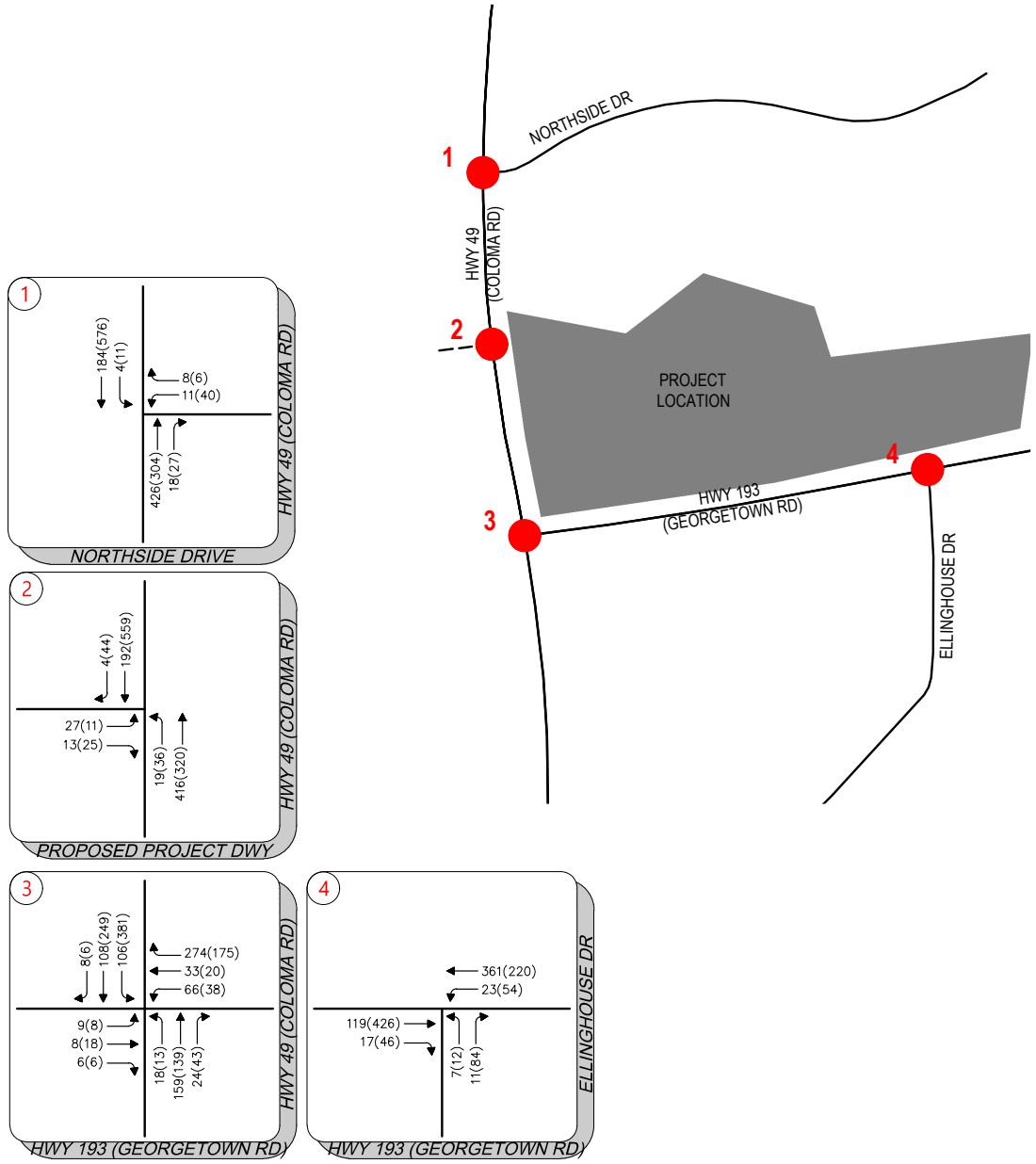
8. Near-Term Year 2032 (No Project) Condtions

8.1 Traffic Model Projections

Near-Term Year 2032 (No Project) Conditions refer to the analysis scenario that would exist following approximately ten years of development in El Dorado County and the surrounding area of Cool but excludes the development of the proposed project. Consistent with the County's TIS guidelines, the El Dorado County Travel Demand Model was obtained to generate base year (2018) and future year (2040) project volumes (EDCTDM plots are attached in **Attachment E**). EDCTDM output was used to develop an annual growth rate. Based on future year traffic volumes projections, the existing traffic volumes were grown up by 0.72% per year or 7.4% for the 10-year period (2022 opening year to 2032 near-term year) to coincide with 2032 traffic conditions.

Additionally, El Dorado County Planning and Engineering staff were contacted for any other local approved/pending developments in the area (*August 2022*). At this time, no other development projects are anticipated in the project study area. Peak hour traffic volumes from the recent Dollar General Store development adjacent to the proposed project site are contained within the recent vehicle counts collected for this analysis.

Near-Term Year 2032 (No Project) AM and PM peak hour intersection volumes are shown in **Figure 8.1.**



LEGEND:

XX - AM PEAK HOUR TRAFFIC VOLUMES
(XX) - PM PEAK HOUR TRAFFIC VOLUMES

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

NEAR TERM (NO PROJECT) PEAK HOUR VOLUMES

Project No. **12579129**
Date **8/29/2023**

FIGURE 8.1

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 29 August 2023 12:25 PM

8.2 Planned Circulation Improvements

Based on discussions with County of El Dorado and Caltrans staff, no short-term (or long-term) circulation improvements are planned for the immediate project vicinity area along SR 49 and/or SR 193. The most recent circulation improvements were to Northside Drive located immediately north of the proposed project site. As part of the Dollar General Store development, Northside Drive was improved with new pavement and a pedestrian sidewalk on the south side of the street connecting to SR 49. There is a potential for the Class II on the east side of SR 49 to be extended north past the project frontage to provide access to the Olmstead Loop Trailhead area. However, beyond that provided as part of proposed project frontage improvements nothing is approved at this time.

8.3 Intersection Operations

Table 8.1 summarizes the intersection performance during the AM and PM peak hour and compares Existing (No Project) Conditions and Near-Term Year 2032 (No Project) Conditions.

As presented in **Table 8.1**, all four project study intersections along SR 49 and SR 193 would be operating at acceptable conditions (LOS C or better) during the AM and PM peak hour under Near-Term (No Project) Conditions. All *Synchro* results are included in **Attachment C**.

The 95th percentile queue lengths were also analyzed using microsimulation (through *Simtraffic* Software) for the study intersection. As shown in **Table 8.2**, all storage lengths are adequate to store the 95th percentile vehicle queues at the four study intersections based on SimTraffic microsimulation under Near-Term (No Project) Conditions.

TABLE 8.1 EXISTING (NO PROJECT) AND NEAR-TERM YEAR 2032 (NO PROJECT) INTERSECTION LOS

ID	Intersection	Peak Hour	Existing			Near Term		
			Control	Delay	LOS	Control	Delay	LOS
1	**Highway 49 (Coloma Road) & Northside Drive**	AM	TWSC	12.0	B	TWSC	12.4	B
		PM		14.7	B		14.9	B
2	**Highway 49 (Coloma Road) & Retail Driveway/Project Driveway**	AM	TWSC	13.6	B	TWSC	14.4	B
		PM		17.1	C		17.5	C
3	**Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)**	AM	AWSC	10.9	B	AWSC	11.8	B
		PM		14.6	B		18.7	C
4	**Ellinghouse Drive/Highway 193 (Georgetown Road)**	AM	TWSC	10.5	B	TWSC	10.9	B
		PM		13.5	B		13.6	B

BOLD Indicates LOS of D or worse

1 TWSC = Two-Way-Stop-Control, Vehicle delay based on minor street stopped traffic (worst case).

2 AWSC = All-Way-Stop-Control, Vehicle delay based on average delay for each approach (worst case).

TABLE 8.2 NEAR-TERM YEAR 2032 (NO PROJECT) QUEUING CHARACTERISTICS

Int. #	Intersection/Approach	Control Type	Near Term No Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	
1	***Highway 49 (Coloma Road) & Northside Drive***				
	Westbound Left/Right	TW SC	40	50	100
	Northbound Thru/Right		0	0	100
	Southbound Left		15	20	150
2	***Highway 49 (Coloma Road) & Retail Driveway/Project Driveway***				
	Eastbound Left/Right	TWSC	50	55	75
	Northbound Left		15	40	100
	Southbound Thru/Right		0	15	145
3	***Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown***				
	Eastbound Left/Thru/Right	AWSC	30	40	140
	Westbound Left/Thru		45	40	540
	Westbound Right		80	60	90
	Northbound Left		40	30	150
	Northbound Thru		75	70	650
	Northbound Right		40	45	110
	Southbound Left		55	120	200
	Southbound Thru		55	65	340
	Southbound Right		15	10	200
4	***Ellinghouse Drive & Highway 193 (Georgetown Road)***				
	Eastbound Right	TWSC	0	10	175
	Westbound Left		20	40	220
	Northbound Left/Right		50	70	155

Note: **Bold** text indicates queues that exceed available storage

8.4 Roadway Segment LOS

Table 8.3 identifies the existing roadway segment LOS in the project study area along SR 49 and SR 193. As shown, roadway segments on SR 49 (north and south of SR 193) and SR 193 (east of SR 49) would be operating at LOS D or better during the AM and PM peak hour under Near-Term (No Project) Conditions (worst case volumes shown).

TABLE 8.3 NEAR-TERM YEAR 2032 (NO PROJECT) ROADWAY SEGMENT LOS

		HCM 2010 Planning Level Volumes				
Code	Functional Class Codes (Updated to HCM 2010)	A	B	C	D	E
2A	**Two-Lane Arterial**	**---**	**---**	**850**	**1,540**	**1,650**
	State Route 49 north of State Route 193				958	
	State Route 49 south of State Route 193			488		
	State Route 193 east of State Route 49			746		

Freeway LOS based on HCM 2010, Exhibit 10-8, Urban Area, Rolling Terrain, K-factor on 0.09, and D-factor of 0.60

2-lane highway (and arterial 2-lane) LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, .09 K-factor and D-factor of 0.6

Arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed of 45 mi/h
Volumes are for both directions unless noted

8.5 Signal Warrants

Based on the CA MUTCD peak hour signal warrant criteria (Warrant #3), the SR 49/SR 193/Shopping Center intersection was evaluated for Near-Term (No Project) Conditions. The SR 49/SR 193/Shopping Center intersection would continue to qualify for signalization under the peak hour warrant (the warrant graphs are provided in **Attachment B**). The remaining three study intersections would not qualify for signalization with existing volumes due to the minor street volumes being too low for analysis (minimum 75 minor street peak hour vehicles).

9. Cumulative Year 2042 (No Project) Conditions

9.1 Future Projections

Cumulative (No Project) Conditions refer to the analysis scenario that would exist following approximately twenty years of development in El Dorado County and the surrounding areas but excludes the development of the proposed project. As with Near-Term (No Project) Conditions, the El Dorado County Travel Demand Model (EDCTDM) was used to develop a growth rate based on the growth within El Dorado County and the immediate project study area. Based on future year traffic volumes projections, the existing traffic volumes were grown up by 0.72% per year for 20 years (2022 opening year to 2042 cumulative year) to coincide with 2042 traffic conditions.

Cumulative (No Project) Year 2042 AM and PM peak hour intersection volumes are presented in **Figure 9.1**.

9.2 Intersection Operations

Table 9.1 presents a summary of the intersection operations for the weekday AM and PM peak hour scenarios for the Cumulative (No Project) Conditions. As presented in **Table 9.1**, all four project study intersections along SR 49 and SR 193 would be operating at acceptable conditions (LOS D or better) during the AM and PM peak hour under Cumulative (No Project) Conditions. All *Synchro* results are included in **Attachment B**.

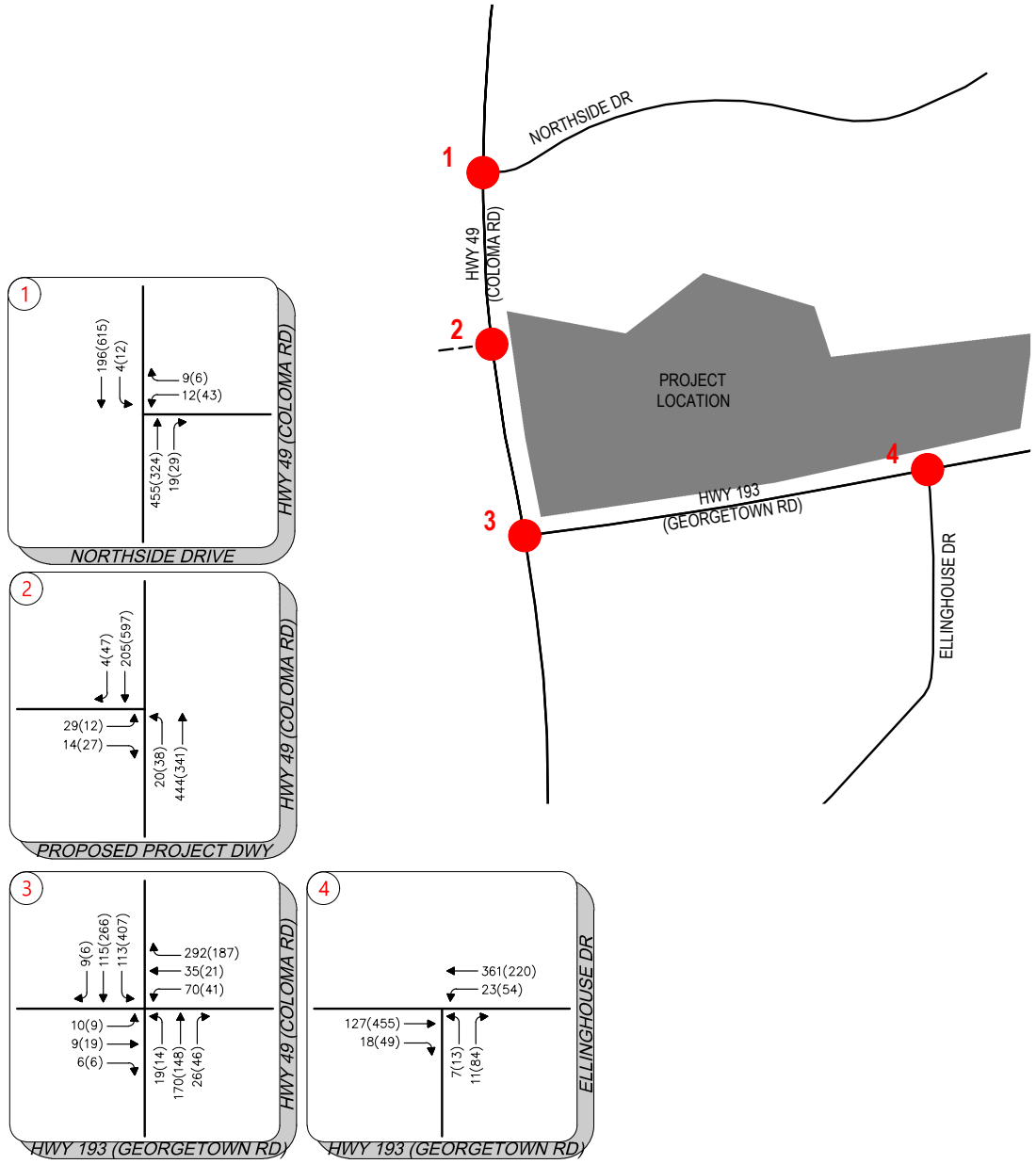
TABLE 9.1 CUMULATIVE YEAR 2042 (NO PROJECT) INTERSECTION LOS

ID	Intersection	Peak Hour	Existing			Near Term			Cumulative		
			Control	Delay	LOS	Control	Delay	LOS	Control	Delay	LOS
1	Highway 49 (Coloma Road) & Northside Drive	AM	TWSC	12.0	B	TWSC	12.4	B	TWSC	12.7	B
		PM		14.7	B		14.9	B		16.2	C
2	Highway 49 (Coloma Road) & Retail Driveway/Project Driveway	AM	TWSC	13.6	B	TWSC	14.4	B	TWSC	15.0	B
		PM		17.1	C		17.5	C		18.8	C
3	Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)	AM	AWSC	10.9	B	AWSC	11.8	B	AWSC	12.3	B
		PM		14.6	B		18.7	C		21.4	C
4	Ellinghouse Drive/Highway 193 (Georgetown Road)	AM	TWSC	10.5	B	TWSC	10.9	B	TWSC	11.0	B
		PM		13.5	B		13.6	B		14.2	B

BOLD Indicates LOS of D or worse

1 TWSC = Two-Way-Stop-Control, Vehicle delay based on minor street stopped traffic (worst case).

2 AWSC = All-Way-Stop-Control, Vehicle delay based on average delay for each approach (worst case).



LEGEND:

XX - AM PEAK HOUR TRAFFIC VOLUMES

(XX) - PM PEAK HOUR TRAFFIC VOLUMES

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

CUMULATIVE (NO PROJECT) PEAK HOUR VOLUMES

Project No. **12579129**
Date **8/29/2023**

FIGURE 9.1

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 29 August 2023 12:25 PM

The 95th percentile queue lengths were also analyzed using microsimulation (through *Simtraffic* Software) for the study intersection. As shown in **Table 9.2**, all storage lengths are adequate to store the 95th percentile vehicle queues at the four study intersections based on SimTraffic microsimulation under Cumulative (No Project) Conditions.

TABLE 9.2 CUMULATIVE YEAR 2042 (NO PROJECT) QUEUING CHARACTERISTICS

Int. #	Intersection/Approach	Control Type	Cumulative No Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	
1	***Highway 49 (Coloma Road) & Northside Drive***				
	Westbound Left/Right	TW SC	45	60	100
	Northbound Thru/Right		0	10	100
	Southbound Left		15	25	150
2	***Highway 49 (Coloma Road) & Retail Driveway/Project Driveway***				
	Eastbound Left/Right	TWSC	50	55	75
	Northbound Left		15	35	100
	Southbound Thru/Right		0	0	145
3	***Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown***				
	Eastbound Left/Thru/Right	AWSC	35	35	140
	Westbound Left/Thru		50	45	540
	Westbound Right		75	60	90
	Northbound Left		40	35	150
	Northbound Thru		80	80	650
	Northbound Right		45	50	110
	Southbound Left		60	145	200
	Southbound Thru		55	75	340
	Southbound Right		15	10	200
4	***Ellinghouse Drive & Highway 193 (Georgetown Road)***				
	Eastbound Right	TWSC	0	0	175
	Westbound Left		15	40	220
	Northbound Left/Right		45	70	155

Note: **Bold** text indicates queues that exceed available storage

9.3 Roadway Segment Operations

Table 9.3 identifies the existing roadway segment LOS in the project study area along SR 49 and SR 193. As shown, roadway segments on SR 49 (north and south of SR 193) and SR 193 (east of SR 49) would be operating at LOS D or better during the AM and PM peak hour under Cumulative (No Project) Conditions (worst case volumes shown).

TABLE 9.3 CUMULATIVE YEAR 2042 (NO PROJECT) ROADWAY SEGMENT LOS

		HCM 2010 Planning Level Volumes				
Code	Functional Class Codes (Updated to HCM 2010)	A	B	C	D	E
2A	Two-Lane Arterial	---	---	850	1,540	1,650
	State Route 49 north of State Route 193				1,010	
	State Route 49 south of State Route 193			515		
	State Route 193 east of State Route 49			786		

Freeway LOS based on HCM 2010, Exhibit 10-8, Urban Area, Rolling Terrain, K-factor on 0.09, and D-factor of 0.60

2-lane highway (and arterial 2-lane) LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, .09 K-factor and D-factor of 0.6

Arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed of 45 mi/h
Volumes are for both directions unless noted

9.4 Signal Warrants

Based on the California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrant criteria (Warrant #3) for the SR 49/SR 193 was evaluated for Cumulative (No Project) Conditions. The SR 49/SR 193 intersection would continue to qualify for signalization under the peak hour warrant (the warrant graphs are provided in **Attachment B**). The remaining three study intersections would not qualify for signalization with existing volumes due to minor street volumes being too low (less than 75 minor street vehicles).

10. Existing Year 2022 Plus Project Traffic Operations Project Description

The term “project,” as used in this report, refers to the development as follows:

- Development of the existing vacant lot on the northeast quadrant of the State Route 49 (SR 49) and State Route 193 (SR 193) intersection. The proposed developments are as follows:
  - **Main building(s) comprising of 9,787 square feet**
    - Convenience Store - 4,620 square feet
    - QSR Drive-Through Restaurant - 2,585 square feet
    - Future Retail Pad – 2,582 square feet
  - **Fueling facility with island and canopy and car wash of 4,916 square feet**
    - Above ground fueling tanks (2-20,000-gallon tanks)
    - 6-pump (12 vehicle fueling positions) fuel facility/canopy – 3,024 square feet
    - Automated Car Wash – 1,892 square feet

10.1 Project Trip Generation

Project site trip generation has been estimated for the proposed Convenience Store with Gas Station, Fast-Food (Quick Service) Restaurant with Drive-Through, and Retail Plaza (Strip) uses based on the combination of vehicle fueling positions (VFP)/square feet and overall square footage of the restaurant and strip retail plaza uses. It is noted that the proposed Car Wash uses are included in the overall trip generation for Convenience Store-Gas Station uses and is often ancillary to these uses based on ITE research. Daily and peak hour project trip generation was calculated by utilizing the Institute of Transportation Engineers (ITE) Publication *Trip Generation Manual (11th Edition)* trip rates for Convenience Store with Gasoline Station (land use code #945), Fast-Food Restaurant with Drive-Through (land use code #934), and Strip Retail Plaza (<40k) (land use code #822). The number of trips were estimated for daily and AM and PM peak hours of adjacent street traffic.

Since this type of project would serve traffic already using local roadways (SR 49 & SR 193), a pass-by reduction of trips can be considered. The pass by reduction is calculated based on ITE Publication *Trip Generation Handbook (3rd Edition, September 2017).* A brief description of pass-by trips from the *ITE Trip Generation Handbook* are as follows.

> *A pass-by trip is made as an intermediate trip on the way from an origin to a primary trip destination without route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offer direct access to the generator. Pass-by trips are not diverted from another roadway not adjacent to the site.*

According to average pass-by trip percentages from ITE Trip Generation Handbook (3rd Edition), convenience market with gasoline service station uses would see a reduction of 62% during the AM peak hour and 56% during the PM peak hour. This coincides with the typical need or ability to get gasoline or items from the convenience on the way to/from your destination (pass-by trips rather than new trips). Similarly, the fast-food drive-through and retail development would see a reduction of 49% during the AM peak hour and 50% during the PM peak hour.

In addition to pass-by trips, the proposed project would also provide complimentary uses such that trips between proposed project facilities can be made on-site. Referred to as “internal” trips, internal trips do not use the street system. As an example, a motorist might be getting gas for their vehicle and decide to pick up a sandwich at the fast-casual restaurant or vice-versa. It is noted that trip generation rates for gasoline service station with convenience market likely reflect internal inter-action amongst the uses. However, the proposed restaurants would attract a small portion of internal trips between uses. Based on the *Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) 684, Enhancing Internal Trip Capture Estimation for Mixed-Use Development (2011);* it is estimated that a portion of the project trip generation would reflect an internal capture. During the AM peak hour there would be a 12% reduction from internal trips. During the PM peak hour, there would be a 21% reduction due to complimentary uses.

Table 10.1 presents the project trip generation for both the daily and the AM/PM peak hours. As shown in Table 8.1, the proposed project is expected to generate 4,442 new daily trips. The net external project trip generation is 334 trips for the AM peak hour (170 in, 164 out) and 298 trips for the PM peak hour (151 in, 147 out) after accounting for internal trip reduction. Applying pass-by trip ratios, the proposed project would be expected to generate 112 AM peak hour trips (57 in, 55 out) and 105 PM peak hour trips (53 in, 52 out). Please note, pass-by trips are not discounted at proposed project driveways on SR 49 and SR 193.

TABLE 10.1 PROJECT TRIP GENERATION

Land Use Category (ITE Code)	Unit[1]	Daily Trip Rate/Unit[2]	AM Peak Hour Trip Rate/Unit			PM Peak Hour Trip Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Fast-Food Restaurant with Drive-Through Window (934)	KSF	467.48	44.61	51%	49%	33.03	52%	48%
Convenience Store with Gasoline Station (945)[4]	KSF	700.43	56.52	50%	50%	54.52	50%	50%
Future Lot (822)	KSF	54.45	2.36	60%	40%	6.59	50%	50%
Description	**Quantity (Units)**	**Daily Trips**	**AM Peak Hour Trips**			**PM Peak Hour Trips**		
			Total	In	Out	Total	In	Out
Project Trips								
Drive-Thru Quick Service Restaurant	2.58	1,206	115	59	56	85	44	41
Convenience Store with Gasoline Station[5]	4.62	3,236	261	131	130	252	126	126
Strip Retail Plaza (<40k)	2.58	140	6	4	2	17	9	8
Total Project Trips		**4,442**	**382**	**194**	**188**	**354**	**179**	**175**
Internal Capture Reduction								
AM Peak Hour	13%		48	24	24	-	-	-
PM Peak Hour	16%		-	-	-	56	28	28
Total Internal Capture Reduction			**48**	**24**	**24**	**56**	**28**	**28**
Net External Project Trips		**4,442**	**334**	**170**	**164**	**298**	**151**	**147**
Pass-By Trip Reduction								
Drive-Thru Quick Service Restaurant			56	29	27	43	22	21
Convenience Store with Gasoline Station			162	81	81	141	71	71
Strip Retail Plaza (<40k)			4	2	1	10	5	4
Total Pass-By Trip Reduction			**222**	**113**	**109**	**193**	**98**	**96**
Net New Project Trips		**4,442**	**112**	**57**	**55**	**105**	**53**	**52**

Notes:

1. KSF = 1,000 square feet, VFP = vehicle fueling positions

2. Trip rates based on ITE Trip Generation Manual 11th edition average rates

3. Internal Capture and Pass-By Trip Reductions based on ITE Trip Generation Handbook, 3rd Edition (2017)

4. Using Land Use Subcategory 'VFP (9-15)'

5. Car wash is inlcuded with the gas station and conveinience store trips

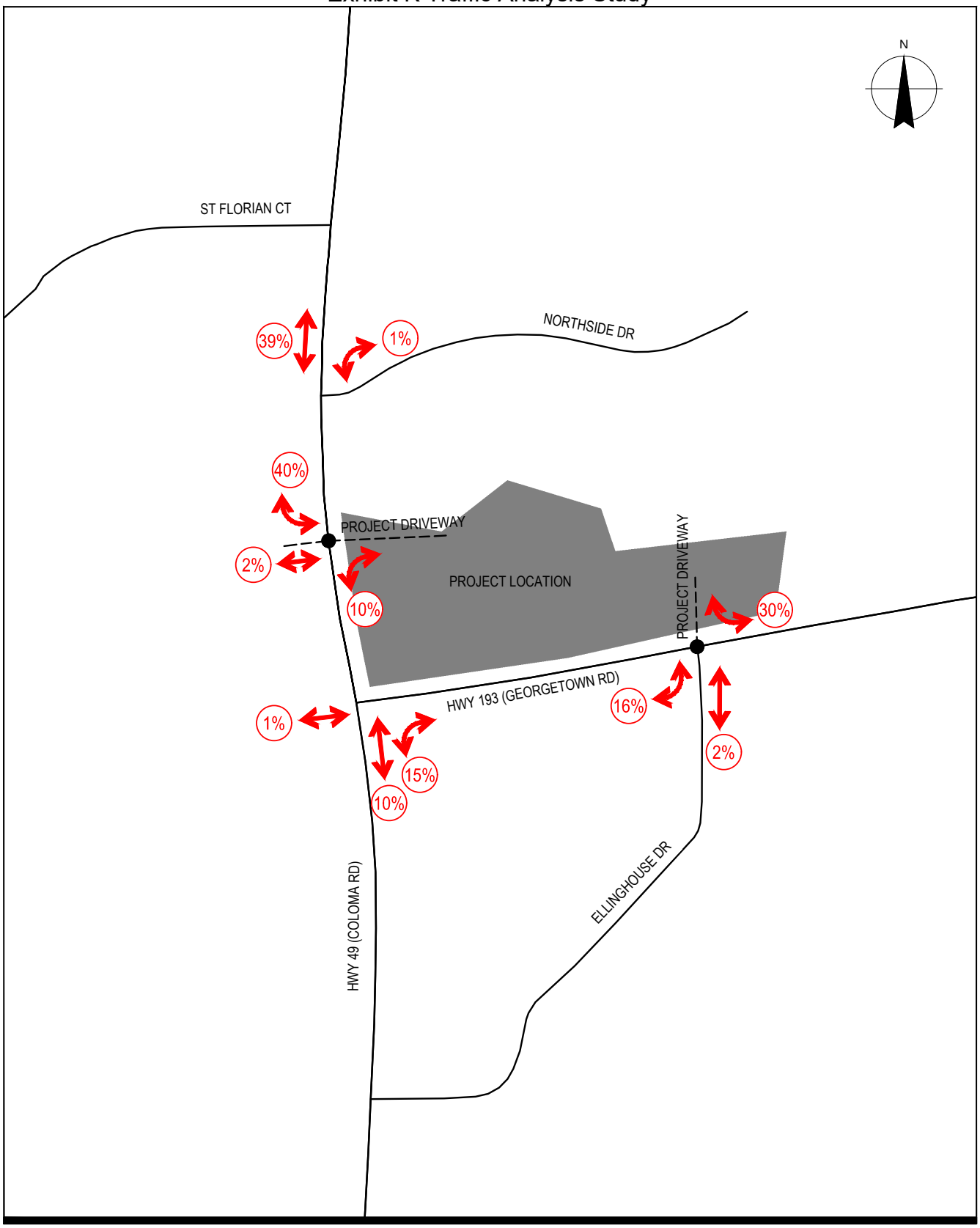
10.2 Project Trip Distribution and Assignment

Project trip distribution patterns were estimated based on the current El Dorado County Travel Demand Model, geographical location of the development site, existing traffic flow adjacent to the site, and previous development studies. The proposed trip distribution is presented in **Figure 10.1** with the AM and PM peak hour trip assignment presented in **Figure 10.2**. Trip distribution percentages reflect the primary flow of traffic past the project site on SR 49 and SR 193, existing adjacent commercial-use traffic patterns, and engineering judgement.

During the AM and PM peak hours, 39% of the project trips would be to/from the north on SR 49 and 25% to/from the south on the same highway (south of SR 193). 30% of the project trips would be to/from the east via SR 193. The remaining 6% of the proposed project trips would be from the adjacent commercial centers located both south and west of the proposed project site.

Existing Plus Project Conditions were simulated by superimposing traffic generated by the proposed project onto existing intersection traffic volumes. Existing Plus Project scenario refers to the analysis scenario in which traffic impacts associated with the proposed project are investigated in comparison to the Existing Conditions scenario. Within this scenario, the project generated peak hour traffic volumes have been added to the Existing Conditions volumes to obtain the Existing Plus Project volumes.

Figure 10.3 presents the traffic volumes for the Existing Plus Project Conditions.



LEGEND:

X% TRIP DISTRIBUTION PERCENTAGE

GHD

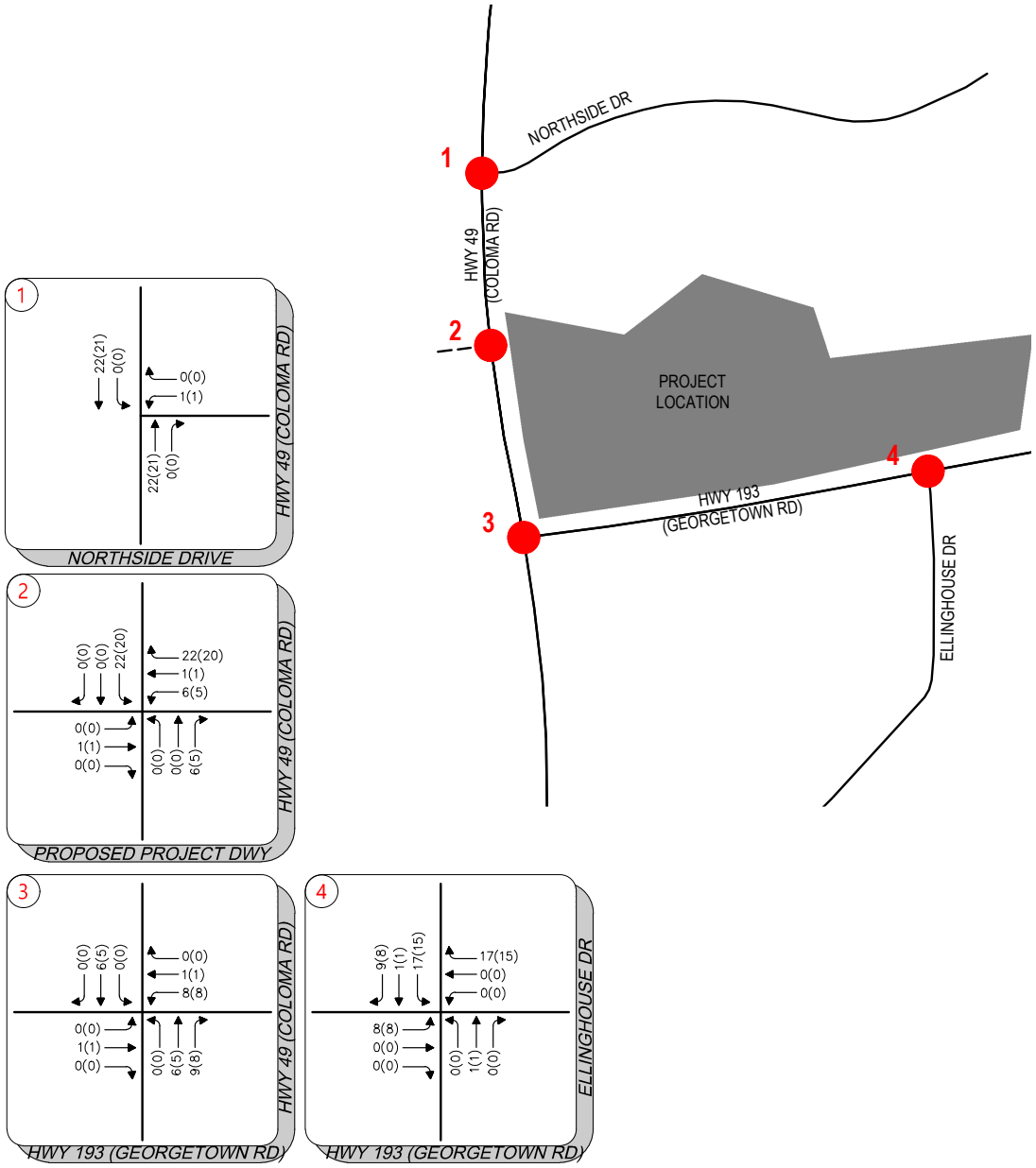
MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

TRIP DISTRIBUTION

Project No. **12579129**
Date **11/14/2024**

FIGURE 10.1

Filename: \\ghdnet\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 14 November 2024 7:06 AM



LEGEND:

XX - AM PEAK HOUR TRAFFIC VOLUMES

(XX) - PM PEAK HOUR TRAFFIC VOLUMES

N

GHD

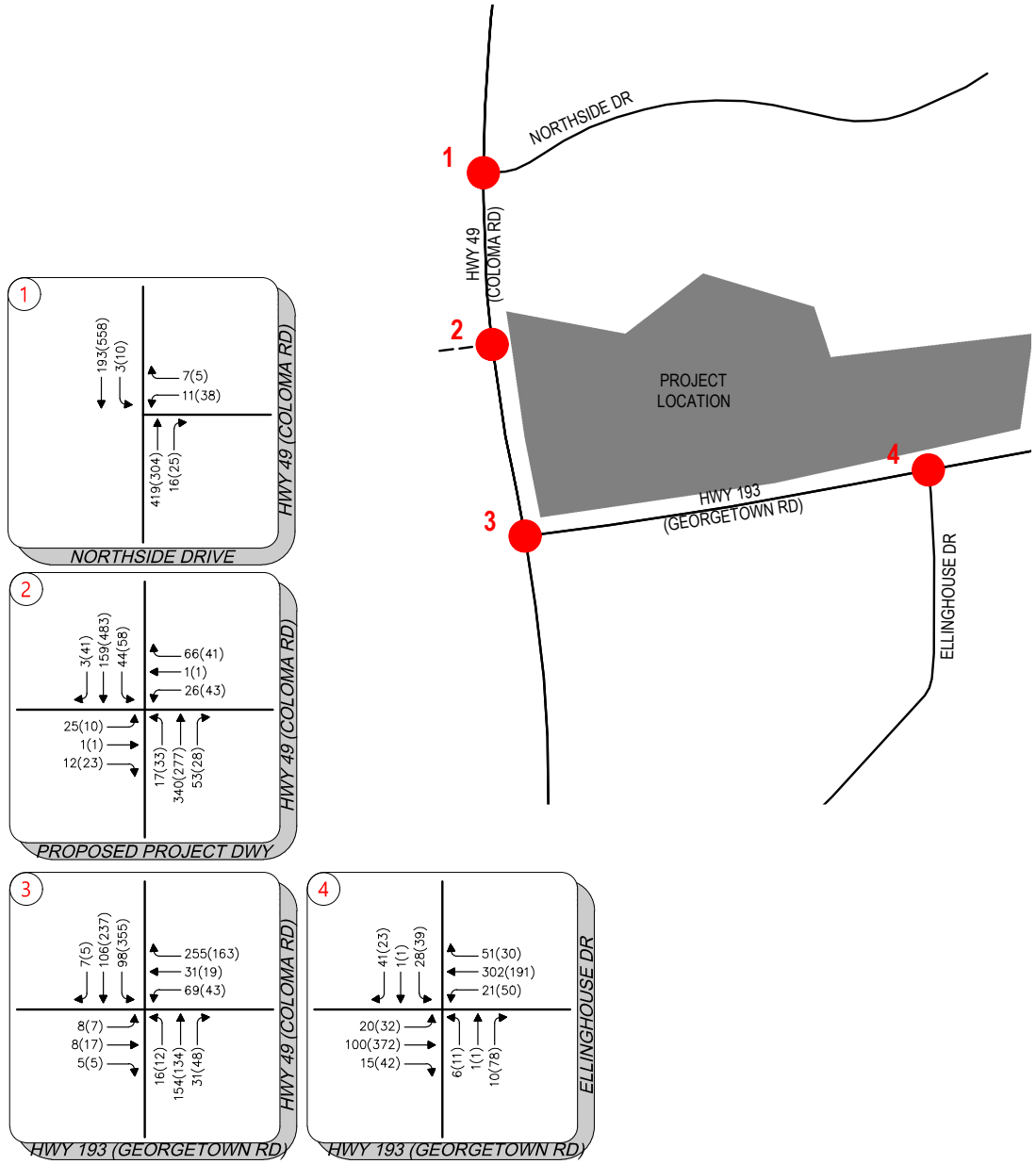
MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

NET NEW PROJECT TRIPS

Project No. **12579129**
Date **8/29/2023**

FIGURE 10.2

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 29 August 2023 12:26 PM



LEGEND:

XX - AM PEAK HOUR TRAFFIC VOLUMES

(XX) - PM PEAK HOUR TRAFFIC VOLUMES

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

EXISTING PLUS PROJECT PEAK HOUR VOLUMES

Project No. **12579129**
Date **8/29/2023**

FIGURE 10.3

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 29 August 2023 12:26 PM

10.3 Project Access

Primary access to/from the site would be gained from two full-access driveways on SR 49 and SR 193 (see Updated Project Site Plan, **Figure 2.1).** Based on comments received from both the Count of El Dorado and Caltrans, the proposed project site plan was updated to create improved driveway access and internal circulation. As noted, at SR 49 a widened 45-foot full-access driveway would serve the project site and be located approximately 400-feet north of SR 193 (Georgetown Road). A second 35-foot full-access driveway would be located on SR 193 directly opposite Ellinghouse Drive approximately 600-feet east of SR 49. This project driveway would form a standard four-way intersection (southbound leg) with the SR 93/Ellinghouse Drive intersection. By necessity, the proposed project driveway on SR 193 would cross over the existing Class I pedestrian/bicycle shared use path that parallels the highway on its north side. Please refer to Section 13 (Site Access & Design Parameters) for additional information/discussion.

10.4 Intersection Operations/Queuing

Table 10.2 presents a summary of the intersection operations for the weekday AM and PM peak hour scenarios for the Existing Plus Project Conditions.

TABLE 10.2 – EXISTING PLUS PROJECT INTERSECTION LOS

ID	Intersection	Peak Hour	Existing Plus Project			Near Term Plus Project			Cumulative Plus Project			Cumulative Plus Project Plus Mitigation		
			Control	Delay	LOS	Control	Delay	LOS	Control	Delay	LOS	Control	Delay	LOS
1	**Highway 49 (Coloma Road) & Northside Drive**	AM	TWSC	12.3	B	TWSC	12.7	B	TWSC	13.1	B	TWSC	13.1	B
		PM		15.2	C		15.3	C		16.2	C		16.2	C
2	**Highway 49 (Coloma Road) & Retail Driveway/Project Driveway**	AM	TWSC	16.5	C	TWSC	18.1	C	TWSC	19.7	C	TWSC	19.5	C
		PM		24.9	C		26.5	D		31.7	D		22.7	C
3	**Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)**	AM	AWSC	11.0	B	AWSC	12.0	B	AWSC	12.7	B	AWSC	12.7	B
		PM		14.8	B		19.3	C		23.7	C		23.7	C
4	**Ellinghouse Drive/Highway 193 (Georgetown Road)**	AM	TWSC	12.4	B	TWSC	13.4	B	TWSC	14.0	B	TWSC	13.1	B
		PM		22.2	C		22.8	C		26.2	D		24.3	C

BOLD Indicates LOS of E or worse
1 TWSC = Two-Way-Stop-Control, Vehicle delay based on minor street stopped traffic (worst case).
2 AWSC = All-Way-Stop-Control, Vehicle delay based on average delay for each approach (worst case).

As presented in **Table 10.2**, all four project study intersections would continue to operate at acceptable levels (LOS D or better) during the AM and PM hour with proposed project traffic added to existing volumes. All *Synchro* results are included in **Attachment C**.

Similar to the existing plus project scenario the 95th percentile queue lengths were also analyzed using microsimulation (through *SimTraffic* Software) for the study intersection (see **Attachment D**).

As shown in **Table 10.3**, all storage lengths are adequate to store the 95th percentile vehicle queues at the four study intersections based on SimTraffic microsimulation under Existing plus Project Conditions.

10.5 Roadway Segment LOS

Table 10.4 identifies the existing roadway segment LOS in the project study area along SR 49 and SR 193. As shown, roadway segments on SR 49 (north and south of SR 193) and SR 193 (east of SR 49) would be operating at LOS D or better during the AM and PM peak hour under Existing plus Project Conditions (worst case volumes shown).

TABLE 10.3 EXISTING PLUS PROJECT; VEHICLE QUEUING ANALYSIS

Int. #	Intersection/Approach	Control Type	Existing Plus Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	
1	***Highway 49 (Coloma Road) & Northside Drive***				
	Westbound Left/Right	TW SC	50	55	100
	Northbound Thru/Right		0	5	100
	Southbound Left		10	15	150
2	***Highway 49 (Coloma Road) & Retail Driveway/Project Driveway***				
	Eastbound Left/Thru/Right	TWSC	50	50	75
	Westbound Left/Thru		35	40	200
	Westbound Right		35	30	200
	Northbound Left		15	35	100
	Southbound Left		40	40	145
	Southbound Thru/Right		5	5	145
3	***Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown***				
	Eastbound Left/Thru/Right	AWSC	30	35	140
	Westbound Left/Thru		50	45	540
	Westbound Right		70	55	90
	Northbound Left		40	30	150
	Northbound Thru		75	65	650
	Northbound Right		45	50	110
	Southbound Left		65	120	200
	Southbound Thru		55	65	340
	Southbound Right		15	10	200
4	***Ellinghouse Drive & Highway 193 (Georgetown Road)***				
	Eastbound Left/Thru	TWSC	25	25	175
	Eastbound Right		0	0	175
	Westbound Left		15	35	220
	Westbound Thru/Right		0	0	220
	Northbound Left/Right		40	75	155
	Southbound Left/Thru/Right		65	70	80

Note: **Bold** text indicates queues that exceed available storage

TABLE 10.4 EXISITNG PLUS PROJECT; ROADWAY SEGMENT LOS

		HCM 2010 Planning Level Volumes				
Code	**Functional Class Codes (Updated to HCM 2010)**	**A**	**B**	**C**	**D**	**E**
2A	**Two-Lane Arterial**	**---**	**---**	**850**	**1,540**	**1,650**
	State Route 49 north of State Route 193				901	
	State Route 49 south of State Route 193			479		
	State Route 193 east of State Route 49			717		

Freeway LOS based on HCM 2010, Exhibit 10-8, Urban Area, Rolling Terrain, K-factor on 0.09, and D-factor of 0.60

2-lane highway (and arterial 2-lane) LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, .09 K-factor and D-factor of 0.6

Arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed of 45 mi/h
Volumes are for both directions unless noted

10.6 Signal Warrants

Based on the CA MUTCD peak hour signal warrant criteria (Warrant #3), the SR 49/SR 193 intersection would continue to qualify for signalization under the peak hour warrant during the PM peak hour (the warrant graphs are provided in **Attachment B**). The remaining three study intersections would not qualify for signalization with Existing plus Project volumes at this time.

11. Near-Term Year 2032 plus Project Conditions

Proposed AM and PM peak hour project trips have been added to Near-Term Year 2032 (No Project) volumes and are shown in **Figure 11.1**.

11.1 Intersection Operations/Queuing

Table 10.2 presents a summary of the intersection operations for the weekday AM and PM peak hour scenarios for the Near-Term Year 2032 Plus Project Conditions.

As presented in **Table 10.2**, all four project study intersections would continue to operate at acceptable levels (LOS D or better) during the AM and PM hour with proposed project traffic added to existing volumes. All *Synchro* results are included in **Attachment C**.

Similar to the existing plus project scenario the 95th percentile queue lengths were also analyzed using microsimulation (through *SimTraffic* Software) for the study intersection.

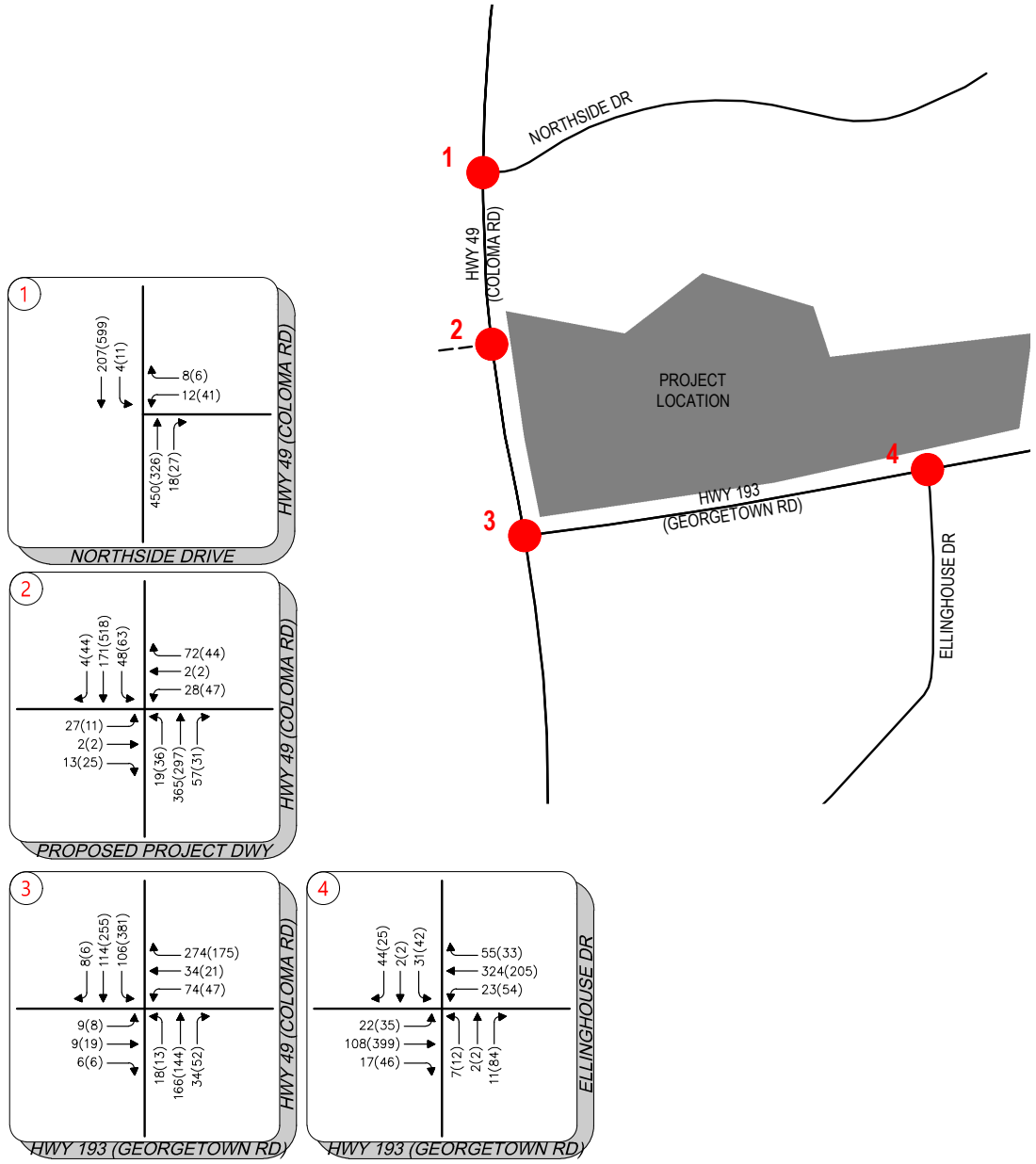
As shown in **Table 11.1**, all storage lengths are adequate to store the 95th percentile vehicle queues at the four study intersections based on SimTraffic microsimulation under Near-Term plus Project Conditions.

11.2 Roadway Segment LOS

Table 11.2 identifies the existing roadway segment LOS in the project study area along SR 49 and SR 193. As shown, roadway segments on SR 49 (north and south of SR 193) and SR 193 (east of SR 49) would be operating at LOS D or better during the AM and PM peak hour under Near-Term plus Project Conditions (worst case volumes shown).

11.3 Signal Warrants

Based on the California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrant criteria (Warrant #3), the SR 49/SR 193 intersection would continue to qualify for signalization under the peak hour warrant during the PM peak hour (the warrant graphs are provided in **Attachment B**). The remaining three study intersections would not qualify for signalization with Near-Term Plus Project volumes at this time.



LEGEND:

XX - AM PEAK HOUR TRAFFIC VOLUMES

(XX) - PM PEAK HOUR TRAFFIC VOLUMES

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

NEAR TERM PLUS PROJECT PEAK HOUR VOLUMES

Project No. **12579129**
Date **8/29/2023**

FIGURE 11.1

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 29 August 2023 12:27 PM

TABLE 11.1 NEAR-TERM PLUS PROJECT; VEHICLE QUEUING CHARACTERISTICS

Int. #	Intersection/Approach	Control Type	Near Term Plus Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	
1	***Highway 49 (Coloma Road) & Northside Drive***				
	Westbound Left/Right	TW SC	40	55	100
	Northbound Thru/Right		5	0	100
	Southbound Left		15	20	150
2	***Highway 49 (Coloma Road) & Retail Driveway/Project Driveway***				
	Eastbound Left/Thru/Right	TWSC	50	55	75
	Westbound Left/Thru		35	45	200
	Westbound Right		35	35	200
	Northbound Left		10	35	100
	Northbound Thru/Right		0	0	100
	Southbound Left		40	40	145
	Southbound Thru/Right		5	5	145
3	***Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown***				
	Eastbound Left/Thru/Right	AWSC	40	35	140
	Westbound Left/Thru		50	45	540
	Westbound Right		80	65	90
	Northbound Left		40	35	150
	Northbound Thru		80	70	650
	Northbound Right		50	50	110
	Southbound Left		60	125	200
	Southbound Thru		65	70	340
	Southbound Right		20	10	200
4	***Ellinghouse Drive & Highway 193 (Georgetown Road)***				
	Eastbound Left/Thru	TWSC	30	35	175
	Eastbound Right		0	0	175
	Westbound Left		15	15	220
	Westbound Thru/Right		5	0	220
	Northbound Left/Thru/Right		45	75	155
	Southbound Left/Thru/Right		60	55	80

Note: **Bold** text indicates queues that exceed available storage

TABLE 11.2 NEAR-TERM PLUS PROJECT; ROADWAY SEGMENT LOS

		HCM 2010 Planning Level Volumes				
Code	Functional Class Codes (Updated to HCM 2010)	A	B	C	D	E
2A	**Two-Lane Arterial**	**---**	**---**	**850**	**1,540**	**1,650**
	State Route 49 north of State Route 193				969	
	State Route 49 south of State Route 193			517		
	State Route 193 east of State Route 49			772		

Freeway LOS based on HCM 2010, Exhibit 10-8, Urban Area, Rolling Terrain, K-factor on 0.09, and D-factor of 0.60

2-lane highway (and arterial 2-lane) LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, .09 K-factor and D-factor of 0.6

Arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed of 45 mi/h
Volumes are for both directions unless noted

12. Cumulative Year 2042 Plus Project Conditions

Proposed AM and PM peak hour project trips have been added to Cumulative Year 2042 (No Project) volumes and are shown in **Figure 12.1**.

12.1 Intersection Operations/Queuing

Table 10.2 presents a summary of the intersection operations for the weekday AM and PM peak hour scenarios for the Cumulative Year 2042 Plus Project Conditions.

As presented in **Table 10.2**, all four project study intersections would continue to operate at acceptable levels (LOS D or better) during the AM and PM hour. However, the Highway 49/Retail Driveway/Project Driveway intersection's westbound left-turn movement would be operating at LOS F (50.7 seconds of delay) during the PM peak hour. Although the entire westbound project driveway approach would be operating at LOS D, the left-turn movement would experience significant delays. A check of vehicle queuing for the westbound left-turn movement indicates acceptable queues at 40-55' during the peak hours. In addition, all other critical turning movements to/from State Route 49 would be operating at LOS C or better during the PM peak hour. Mitigation has been recommended for the Highway 49/Retail Driveway/Project Driveway intersection to improve overall vehicle delays. All *Synchro* results are included in **Attachment C**.

Similar to the existing plus project scenario the 95th percentile queue lengths were also analyzed using microsimulation (through *SimTraffic* Software) for the study intersection.

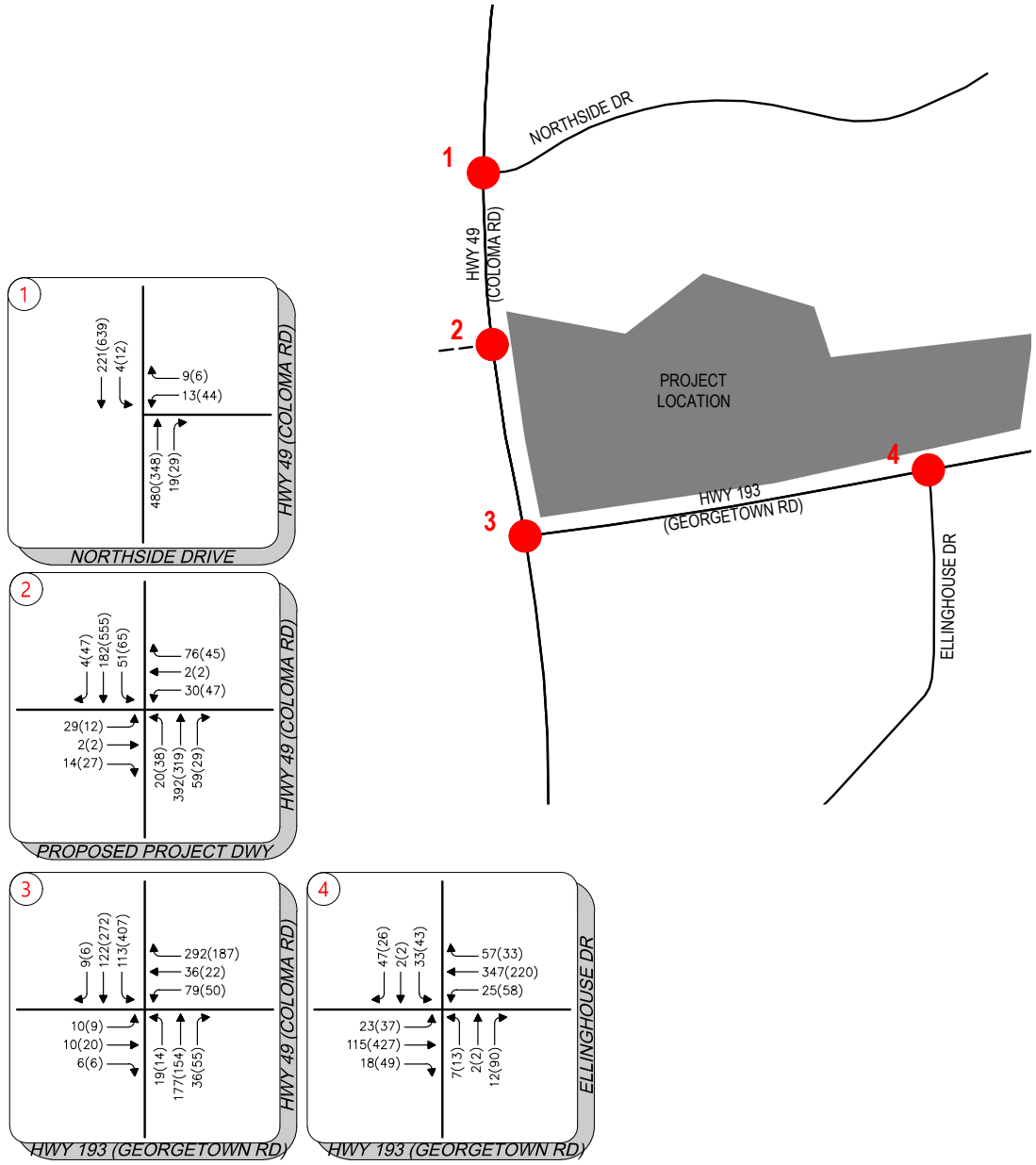
As shown in **Table 12.1**, all storage lengths are adequate to store the 95th percentile vehicle queues at the four study intersections based on SimTraffic microsimulation under Cumulative Year 2042 Plus Project Conditions.

12.2 Roadway Segment LOS

Table 12.2 identifies the existing roadway segment LOS in the project study area along SR 49 and SR 193. As shown, roadway segments on SR 49 (north and south of SR 193) and SR 193 (east of SR 49) would be operating at LOS D or better during the AM and PM peak hour under Cumulative Near-Term plus Project Conditions (worst case volumes shown).

12.3 Signal Warrants

Based on the CA MUTCD peak hour signal warrant criteria (Warrant #3) for all four study intersections were evaluated for Near-Term plus Project Conditions. The SR 49/SR 193 intersection would continue to qualify for signalization under the peak hour warrant during the PM peak hour (the warrant graphs are provided in **Attachment B**). The remaining three study intersections would not qualify for signalization with Cumulative Year 2042 plus Project volumes at this time.



LEGEND:

XX - AM PEAK HOUR TRAFFIC VOLUMES

(XX) - PM PEAK HOUR TRAFFIC VOLUMES

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

CUMULATIVE PLUS PROJECT PEAK HOUR VOLUMES

Project No. **12579129**
Date **8/29/2023**

FIGURE 12.1

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 29 August 2023 12:27 PM

TABLE 12.1 CUMULATIVE PLUS PROJECT; VEHICLE QUEUING CHARACTERISTICS

Int. #	Intersection/Approach	Control Type	Cumulative Plus Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	
1	***Highway 49 (Coloma Road) & Northside Drive***				
	Westbound Left/Right	TW SC	55	75	100
	Northbound Thru/Right		5	5	100
	Southbound Left		15	20	150
2	***Highway 49 (Coloma Road) & Retail Driveway/Project Driveway***				
	Eastbound Left/Thru/Right	TWSC	50	55	75
	Westbound Left/Thru		40	55	200
	Westbound Right		40	35	200
	Northbound Left		15	40	100
	Northbound Thru/Right		10	15	100
	Southbound Left		45	45	145
	Southbound Thru/Right		5	5	145
3	***Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown***				
	Eastbound Left/Thru/Right	AWSC	40	40	140
	Westbound Left/Thru		50	45	540
	Westbound Right		90	55	90
	Northbound Left		35	35	150
	Northbound Thru		75	75	650
	Northbound Right		50	50	110
	Southbound Left		65	135	200
	Southbound Thru		65	80	340
	Southbound Right		25	15	200
4	***Ellinghouse Drive & Highway 193 (Georgetown Road)***				
	Eastbound Left/Thru	TWSC	25	25	175
	Eastbound Right		0	10	175
	Westbound Left		15	40	220
	Northbound Left/Thru/Right		45	75	155
	Southbound Left/Thru/Right		60	60	80

Note: **Bold** text indicates queues that exceed available storage

TABLE 12.2 CUMULATIVE PLUS PROJECT; ROADWAY SEGMENT LOS

		HCM 2010 Planning Level Volumes				
Code	**Functional Class Codes (Updated to HCM 2010)**	**A**	**B**	**C**	**D**	**E**
2A	**Two-Lane Arterial**	**---**	**---**	**850**	**1,540**	**1,650**
	State Route 49 north of State Route 193				1,035	
	State Route 49 south of State Route 193			551		
	State Route 193 east of State Route 49			824		

Freeway LOS based on HCM 2010, Exhibit 10-8, Urban Area, Rolling Terrain, K-factor on 0.09, and D-factor of 0.60

2-lane highway (and arterial 2-lane) LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, .09 K-factor and D-factor of 0.6

Arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed of 45 mi/h
Volumes are for both directions unless noted

13. Site Access & Design Parameters

13.1 Truck Turning Templates

At the request of Caltrans Engineering staff, both proposed project driveways were evaluated for adequate turning radii to/from the State Highway 49 and 193 based on a design WB-62 (large trucks) as defined in by the American Association of State Highway and Transportation Officials (AASHTO). Using accepted software (*AutoTURN 11.0*), outbound left-turn movements for the large trucks have been evaluated and are shown in **Figure 13.1**—**Truck Turning Templates**. (In addition, truck templates for other inbound/outbound turning movements are also shown in **Attachment F**). As shown, large trucks would have adequate turning radii from the proposed project driveway located on SR 49 exiting the site. However, large truck movements from the proposed project driveway onto SR 193 would be slightly restricted due to the internal curve radius (on-site) located approximately 80-100 feet from north of SR 193. Due the internal curve radius, large trucks would have to encroach into the opposing driveway lane to enter/exit the site. In response, the following measures have been implemented to correct truck access at the project driveway:

- SR 193/Ellinghouse Drive/Project Driveway: The internal curve radius on the project driveway at SR 193 (located approximately 80-100 feet from SR 193) has been enlarged and straightened to allow acceptable truck access. As shown in the conceptual driveway plan in **Figure 13.2,** the driveway has been re-aligned to enter the site at a more northerly direction allowing large trucks to ingress/egress acceptably without affecting opposing traffic flows.

Large trucks would be able to access the SR 49/Retail Driveway/Project Driveway acceptably based on a lesser grade, wider driveway width, and less curvature. It is noted that the revised project site plan also reflects flared, large radius driveways at both SR 49 and SR 193 for safer turning movements to/from the project site. At SR 49, the project driveway widens from 45-feet to 80-feet at the edge of highway. Similarly, the SR 193 project driveway widens from 35-feet to 120-feet at the edge of highway. These wider-radius project driveways allow safer access to/from the highways and particularly for large truck access.

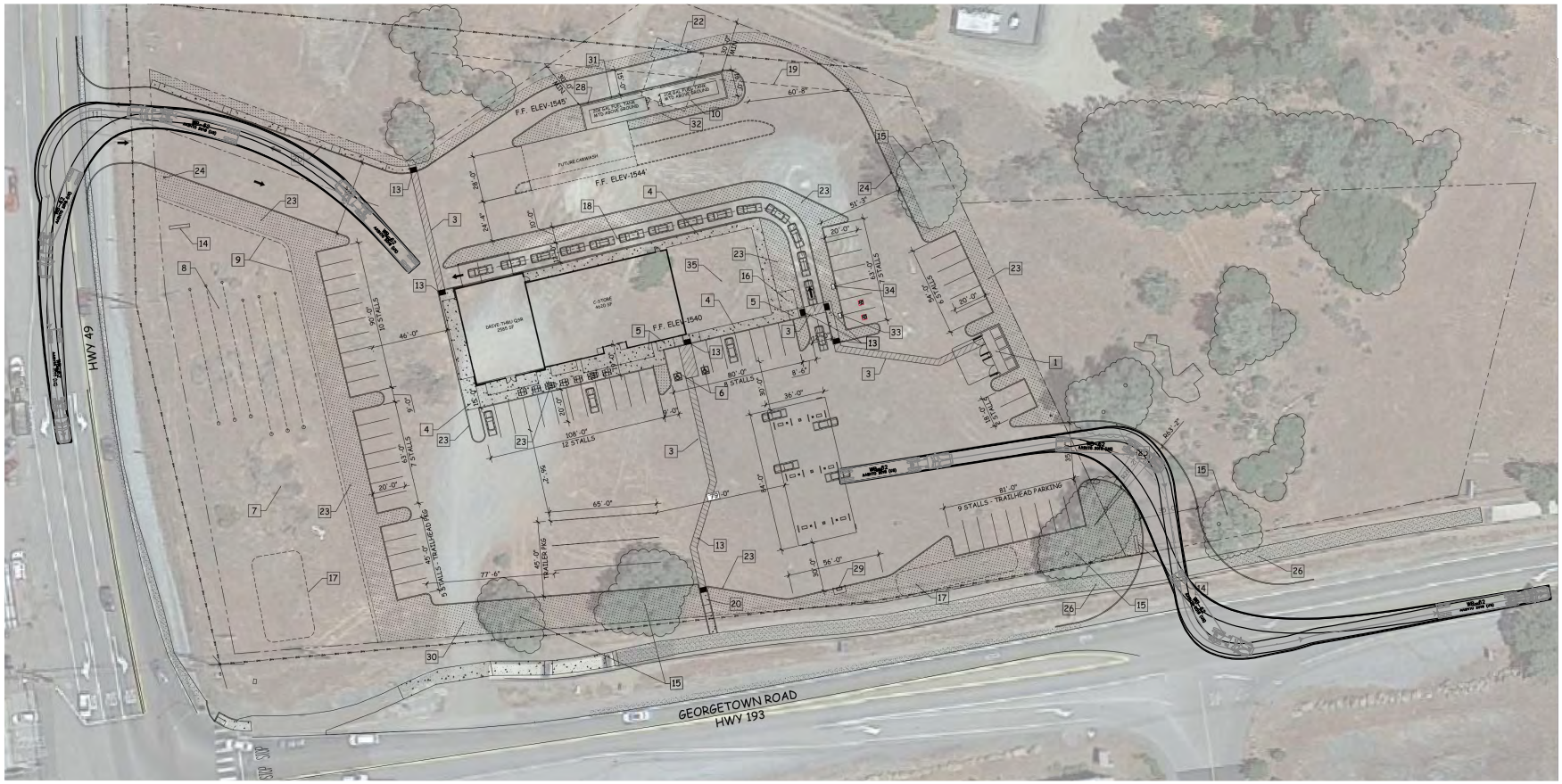
13.1.1 Large Over-Sized (STAA) Vehicles on State Route 49

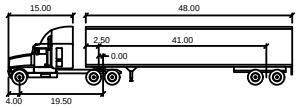
The State Route 49 American River Confluence Study has highlighted the issue of oversized vehicles (STAA-trucks) using SR 49 between Cool and Auburn as follows:[6]

“SR 49 in the study corridor is designated for use by California Legal sized trucks with a kingpin to rear axle length (KPRA) ranging from 30 to 38 feet. However, it is not uncommon to see oversized vehicles (48-53 feet KPRA) using SR 49 in the study corridor (over 30% of trucks using the SR 49 in the study corridor are 5+ axle trucks). The reason that truck length restrictions are applied to SR 49 within the study area is the winding roadway alignment and sharp curves unsuitable for larger trucks creating an unsafe condition. The national truck network that serves interstate truck travel has higher design standards that allow for vehicles with a KPRA up to 53 feet, which is 15 feet longer than allowed on SR 49.”

Due to the winding and narrow nature of the SR 49 segment between Cool and Auburn, the oversized trucks can cross-over the centerline into the opposite travel lane and potentially into oncoming vehicles. Based on discussions with the project applicant, they do not anticipate oversized vehicles (48-53 feet) servicing/delivering to their facility.[7] California legal-sized trucks would serve the facility with largest truck(s) anticipated for fuel delivery to the proposed service station. In addition, the applicant indicates they would recommend alternative routes for large trucks accessing the project site to use SR 49 between Highway 50 and Cool to try and

[6] DKS Associates, State Route (SR) 49 American River Confluence Study, Final Report, Prepared for El Dorado County Transportation Commission, February 2023.
[7] Mr. Melvin Higginbotham, Architect, MHA Design Services, Discussion of truck access to proposed project site and size limitations, Personal communication, April 18, 2024.





WB-62

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

N

GHD

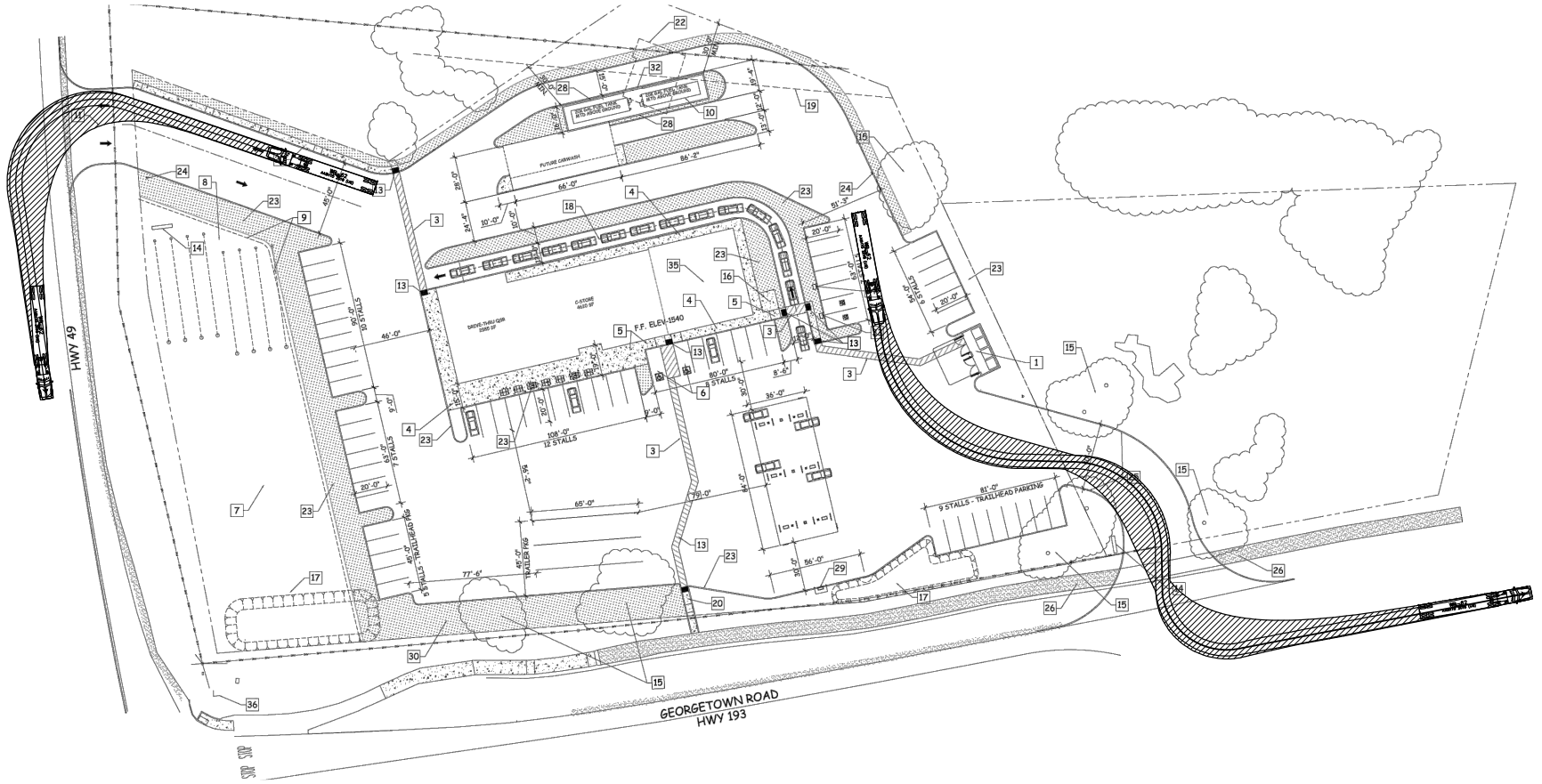
MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

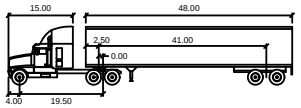
TRUCK TURNING TEMPLATE
OUTBOUND LEFT TURN MOVEMENTS

Project No. **12579129**
Date **8/14/2023**

FIGURE 13.1

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 14 August 2023 8:47 AM





WB-62

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

CONCEPTUAL DRIVEWAY PLAN

Project No. **12579129**
Date **8/14/2023**

FIGURE 13.2

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG002.dwg
Plot Date: 14 August 2023 8:54 AM

alleviate additional truck traffic on the SR 49 corridor between Cool and Auburn. One of the recommendations of the SR 49 Confluence Study would be to provide more visible (salient) truck restriction signage at the intersection for SR 49/SR 193 as well as on SR 49 north of the intersection. In response to trucks using SR 49 to access the proposed project site, the following measures recommend:

- California heavy vehicles accessing the proposed project site should be routed on SR 49 between Highway 50 and Cool (to the extent possible). As part of this recommendation, signs should be placed at outbound project driveway points indicating “Large Trucks Prohibited on SR 49 Segment North to Auburn.”

13.2 Project Driveway Access/Operations

Primary access to/from the site would be gained from two full-access driveways on SR 49 and SR 193 (see Updated Project Site Plan, (**Figure 2.1**). As noted, a 45-foot full-access driveway would serve the project site to/from SR 49 and be located approximately 400-feet north of SR 193 (Georgetown Road). A second 35-foot (conceptual 40-foot width) full-access driveway would be located on SR 193 directly opposite Ellinghouse Drive and approximately 600-feet east of SR 49. This project driveway would form a standard four-way intersection (southbound leg) with the SR 93/Ellinghouse Drive intersection. By necessity, the proposed project driveway on SR 193 would cross over the existing Class I pedestrian/bicycle path that parallels the highway on its north side. Based on updated driveway design, both project driveways have enlarged corner radii at both SR 49 and SR 193 for enhanced vehicle and truck access/egress.

With respect to overall project driveway operations, the SR 49/Project Retail-Project Driveway is expected to operate acceptably under all “with project” scenarios relative to intersection LOS and vehicle queuing. However, the following driveway lane geometries are recommended to ensure adequate vehicle/truck access and improve overall vehicle delays:

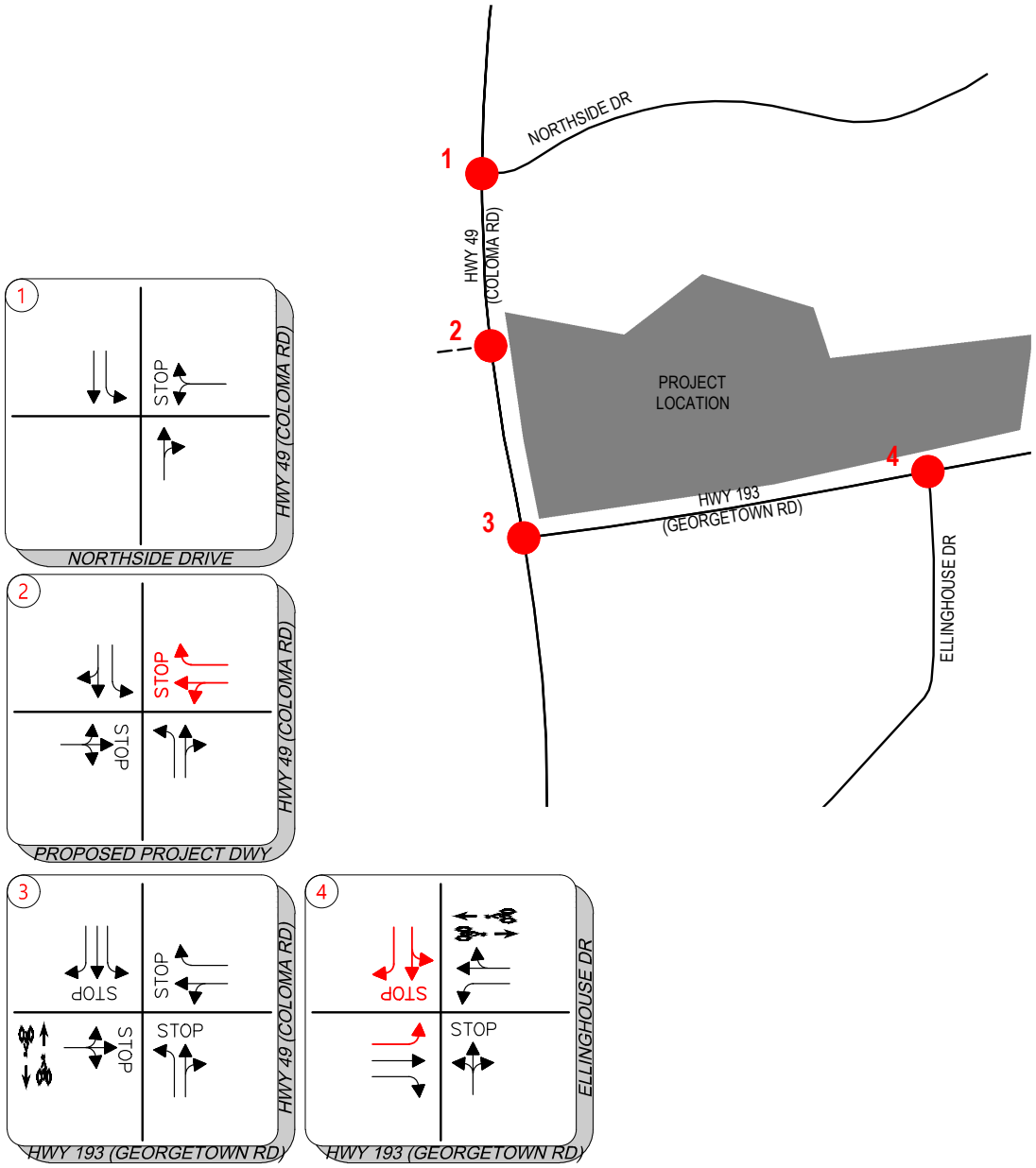
- SR 49/Retail Driveway-Project Driveway: It is recommended that a separate outbound (westbound) left-through and right-turn lanes (14-feet each) be striped with a 17-foot inbound lane (eastbound) to accommodate for efficient ingress/egress.

The SR 193/Ellinghouse Drive/Project Driveway would operate acceptably under Cumulative Year 2042 plus Project Conditions (LOS D or better). However, there would be other operational issues related to vehicle and pedestrian/bicycle safety issues related to the driveway. Specifically, a safety and vehicle sight distance issue

would be created due to the lack of a separate westbound left-turn and storage capacity from SR 193 into the project driveway. The lack of a separate westbound turn-lane on SR 193 into the project driveway creates a sight distance problem with motorists in the opposing (existing) westbound left-turn lane into Ellinghouse Drive. Westbound motorists wishing to access the proposed project driveway cannot see around vehicles queued eastbound left turn to through-traffic. In addition, motorists turning into the project driveway must drive across (inbound) an existing east-west Class I pedestrian/bike path (outbound vehicles) creating additional safety hazards. For these reasons, the following circulation improvements are recommended at the intersection:

- SR 193/Ellinghouse Drive/Project Driveway: It is recommended that SR 193 be widened and/or re-striped to accommodate a separate inbound (eastbound) left-turn lane for the proposed project driveway. Based on conceptual design parameters (Caltrans HDM), the left-turn lane should have a storage capacity of 75-feet (3 car lengths) with a bay taper of approximately 290-feet based on vehicle speeds (less than 45 mph) and lane width (11-feet).

Recommend study intersection lane geometries have been shown in **Figure 13.3.**



LEGEND:

- BICYCLE LANE
- VEHICLE LANE
- STOP — STOP CONTROL
- RECOMMENDED LANE GEOMETRIES

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

RECOMMENDED STUDY INTERSECTION LANE GEOMETRIES

Project No. **12579129**
Date **8/29/2023**

FIGURE 13.3

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 29 August 2023 12:27 PM

13.3 Internal Circulation

Patrons would access the project site via State Route 49 and/or State Route 193 at the two project driveways. Internal drive aisles would provide access to both parking and vehicle fueling positions located on the southern portion of the project site. As shown in **Figure 2.1**, the main retail and restaurant buildings would be south-facing with parking areas located directly in front of the buildings. In addition. parking areas would be located primarily along the western, eastern, and limited southern portions of the site. Motorists (and large trucks) would be able to circulate through the site in a circular fashion (if necessary) via a large internal drive extending around the rear of the commercial retail buildings. Patrons using the project driveway inbound (northbound) from SR 193 would cross over the existing Class I pedestrian/bike shared use path and then extend west into the site. To allow for the topography and physical fauna, the driveway would curve west into the site approximately 80-100 feet north of SR 193. Therefore, it is likely that outbound vehicles from the site would queue across the existing Class I pedestrian/bike shared use path. Based on discussions with the project applicant, the existing bike path would be re-aligned to accommodate pedestrians and bicyclists. Recommendations for mitigating the effects of vehicle crossings at the Class I pedestrian/bike path are found in Pedestrian-Bicycle (**Section 13.6**).

13.4 Drive-Through Operations

At the request of Caltrans, the quick-service restaurant (QSR) with drive-through has been quantitatively evaluated for drive-through vehicle queuing operations. Please note, at this time it is not known what type of fast-food and/or QSR tenant would be occupying the space. Knowing the specific fast-food/QSR would be useful to focus on the unique characteristics and demand of the drive-through lane. Based on previous vehicle queuing analyses of other fast-food/QSR projects, the drive-through vehicle queues can vary based on the brand of the tenant. For this reason, the drive-through lane demand for the proposed project was assessed based on two high-intensity tenants as a “worst-case” analysis. These included drive-through lane vehicle queue surveys conducted for Starbucks and In-N-Out Burger Restaurants.[8] (See Attachment G. Starbucks and In-N-Out Burger Vehicle Queue Surveys)

Based on the revised project site plan, the fast-food/QSR drive-through lane would have a capacity of approximately 14 vehicles (275-feet @ 20’/vehicle). Vehicles would enter the drive-through lane on the east side of the building complex extending north then west along the rear side of the future retail pad, convenience store, and fast-food/QSR. Vehicles would then exit out of the drive-through lane via the project driveway at Highway 49 and/or circulate south and east to the project driveway at SR 193.

Three drive-through lane vehicle queuing surveys (each) were conducted at three different Starbucks and In-N-Out Burger Restaurants in the Bay Area.[9] Based on the average 95th percentile vehicle queue length, Starbucks has an 11-vehicle demand and for In-N-Out Burger Restaurants a 16-vehicle demand for the drive-through lane. Peak drive-through lane demand occurred during the weekday AM peak hour for the Starbucks and both the weekday midday and PM peak hour for In-N-Out Burger. Based on the proposed project’s drive-through lane capacity of 14 vehicles, measured vehicle queues for the 95th percentile would be exceeded by two (2) vehicles. However, additional vehicles could be accommodated on-site based on available storage in wide internal circulation areas without interfering with other internal traffic flow or either project driveway on SR 49 or SR 193.

13.5 Parking

The proposed project would provide 81 total parking spaces made up of 76 standard spaces (9x20’), 2 ADA spaces (9x20’), 1 loading zone space (8x20’), and 2 Level 2 EVC spaces (9’x20’). Based on the County of El Dorado parking code, the proposed project’s parking requirements have been calculated based on the use

[8] Omni-Means Engineers and Planners, Survey Summary of In-N-Out Burger & Starbucks Trip Generation, Parking Demand, and Vehicle Queuing, March 29, 2017.
[9] Omni-Means Engineering and Planners, Survey Summary Ibid…….

overall size (square feet) and/or active use area (AUA). Active use area is defined as "all developed areas within a building except for storage areas, restrooms, and employee lunchroom/cafeteria(s)." Based on parking code requirements for Retail Sales and Services, Shopping Center, Restaurants (with drive-through), and Office uses the proposed project's required parking demand would be as follows:

Convenience Store (4,620 sf.—2,400 sf. AUA & 2,220 sf. storage & 2 check stands)

Retail Food & Beverage : 1 space per 200 sf. of AUA, plus 1 space per check stand, plus 1 space per 600 sf. of storage

2,400 sf. AUA / 200 sf.	= 12 spaces
2,220 sf. storage / 600 sf.	= 4 spaces
2 check stands x 1 space	= 2 spaces
Subtotal	**= 18 spaces**

Restaurant with Drive-Through (2,500 sf.)

1 space per 300 sf. of GFA,; plus 1 RV space for every 20 parking spaces
2,525 sf. GFA / 300 sf. = 9 spaces

Future Retail Pad (2,582. – 625 sf. AUA)

1 space per 300 sf. of Neighborhood Shopping Center (<15k)
2,582 sf. NSC / 300 sf. = 9 spaces

Total Required Parking Spaces: =36 spaces

As calculated above, the proposed project is required to provide 36 parking spaces based on County Code requirements. The proposed parking supply of 81 spaces would provide a surplus of 45 spaces. In addition, the proposed project would provide fourteen (14) supplemental parking stalls for trail parking as part of the 81-space supply. These parking stalls could be used for the adjacent Class I pedestrian/bike shared use path and/or patrons of the Olmsted Loop Trail trailhead located on the west side of SR 49 just north of the proposed project site off Saint Florian Court. Finally, the proposed project would also provide bicycle parking spaces based on the County's code requirement of 1 bicycle parking space for every 5 required parking spaces. This would equate to eight (8) bicycle parking spaces located adjacent to the Class I pedestrian/bicycle path along the southern frontage of the project. As noted, bicycle racks will be designed to enable a bicycle to be locked and installed in a manner for convenient access.

13.6 Pedestrian and Bicycle Access

Pedestrian and bicycle access to the proposed project is currently limited to existing pedestrian crossings at the SR 49/SR 193 intersection and the Class I pedestrian/bicycle path located along the SR 193 (north side) and SR 49 (west side, south of SR 193). As part of proposed project development, a Class II bike lane along the project site's western frontage would extend north from SR 193 along SR 49 to provide additional access and safety to complement the existing Class I pedestrian/bicycle path.

At the request of Caltrans, further information related to the re-construction of the existing Class I pedestrian/bicycle and overall sight distance for eastbound bicyclists has been addressed. Currently, the proposed placement of the project driveway to/from SR 193 situates it across the existing Class I pedestrian/bike path as shown in **Figure 2.1**. There is a concern that the existing earthen hill (grade) will block motorist's sight distance as they exit the driveway and will not be able to see bicyclists approaching from the east. Based on a review of the revised project site plan and Civil engineering design, a new retaining wall would be constructed along the project site's southern frontage extending from the west side of the project's driveway at SR 193 towards SR 49. The retaining wall's height would only be 1-foot tall at its highest point. Based on this low height, bicyclists will have a clear view of all vehicles entering/exiting the driveway and vice-versa. In addition, the retaining wall on the east side of the frontage paralleling the Class I pedestrian/bicycle

trail would be 4-feet tall at its highest point. Again, this four-foot height would still provide adequate sight distance for both bicyclists and motorists where the path crosses the proposed project driveway along SR 193.

As noted, the proposed project driveway to/from SR 193 opposite Ellinghouse Drive would cross over the existing Class I pedestrian/bicycle path that extends in an east-west direction along the north side of SR 193 approximately 20-feet from the highway. Again, this existing Class I pedestrian/bicycle facility would be re-designed at the driveway crossing (further north) to ensure safe access and prevent vehicle conflicts. As part of the proposed Class I pedestrian/path re-design, the following measure are recommended and shown in **Figure 13.4:**

- SR 193/Ellinghouse Drive/Project Driveway: It is recommended that where the proposed project driveway crosses the Class I pedestrian/bicycle path on the north side of SR 193 install green conflict zone markings. In addition, there should be warning signage for trail users (DRIVEWAY AHEAD) and warning signage for motorists (TRAIL XING W11-15 & W11-15P). Consideration should be given to the installation of yield pavement markings "shark teeth" for north-south driveway approaches prior to crossing the trail.

Transportation mitigation measures for Existing Plus Project conditions for project study intersections and pedestrian-bicycle safety have been recommended in **Section 15 (Mitigation and Summary).**

14. Quantitative Vehicle Miles Traveled (VMT)

14.1 State VMT Guidance

SB-743, which went into effect state-wide in July 2020, established a new framework for assessing transportation impacts under CEQA. Vehicular level of service (LOS), which had previously been the primary metric for assessing transportation impacts, could no longer be used for CEQA impacts (though it could be used for other things). In its place, vehicle miles travelled would be the main framework for assessing transportation impacts.

CEQA gives lead agencies broad discretion over analytical methodologies. CEQA Guidelines §15064.3(b)(4), which is new with SB-743, reads:

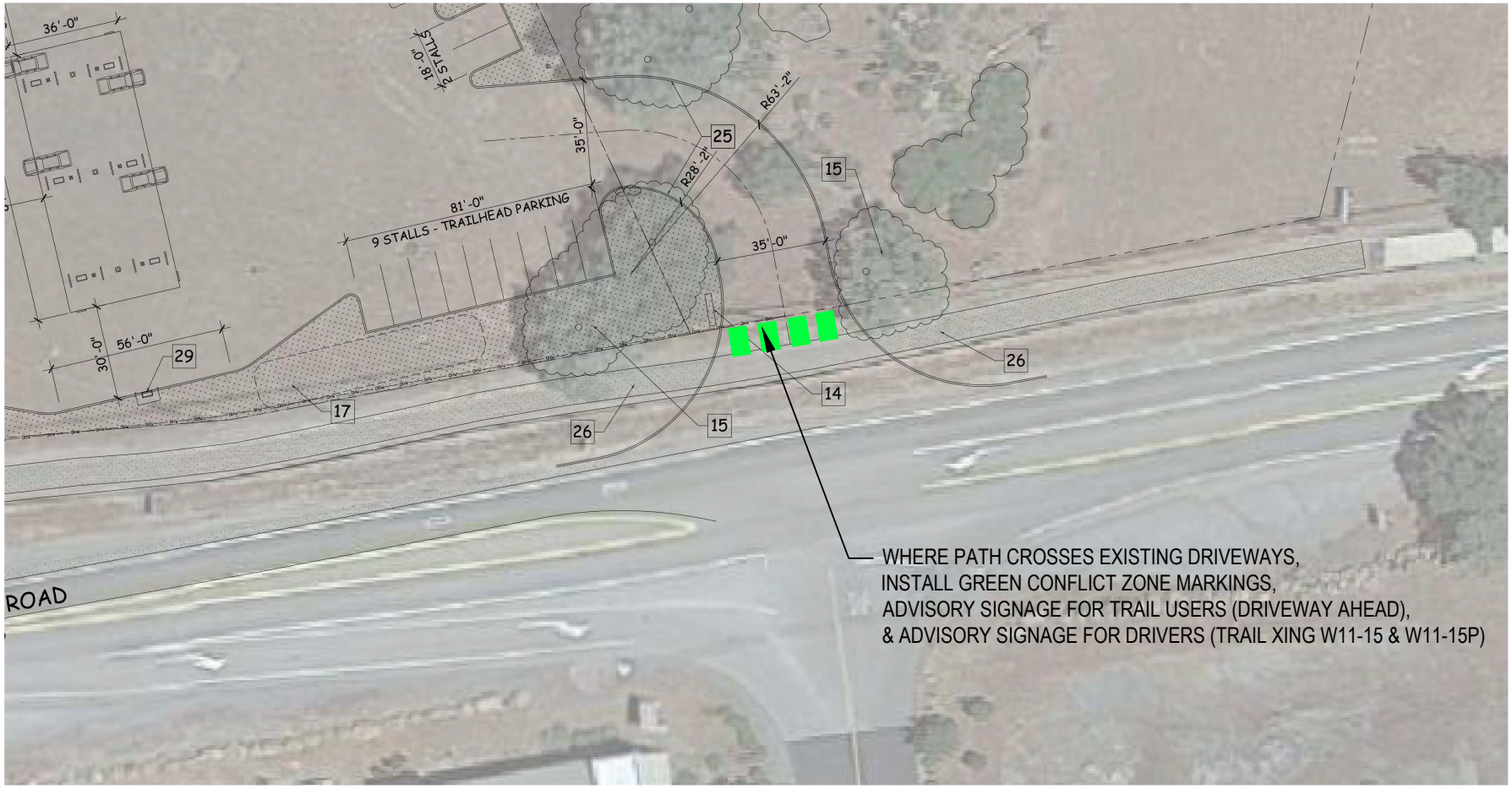
> "*Methodology: A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section*."

No particular methodology or metric is mandated; the choice is left to the lead agency, as is the choice of threshold.

14.2 El Dorado County VMT Guidance

The County of El Dorado (County Board of Supervisors) adopted Resolution 141-2020[10] to create a framework and thresholds for VMT analysis in Resolution. The portions of the resolution relevant to the current analysis are (emphasis added):

[10] County of El Dorado, Board of Supervisors, Resolution 141-2020, Adopting the El Dorado County "Vehicle Miles Traveled" Thresholds of Significance for Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act, October 6, 2020.



N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

MULTI-USE TRAIL MITIGATION SIGNAGE AND MARKINGS

Project No. **12579129**
Date **8/14/2023**

FIGURE 13.4

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 14 August 2023 8:47 AM

3) *The County shall generally use the El Dorado County Travel Demand Model for establishing the baseline VMT for the unincorporated County as a whole and calculating VMT for specific projects in order to apply the significance thresholds and screening tools adopted herein. However,* ***a different method of calculating VMT may be used if, in the exercise of sound engineering judgement, a different method is determined to be more accurate because the unique circumstances of a particular project or particular use that are not captured in the El Dorado County Travel Demand Model result in an underestimation or overestimation of VMT****. Any such deviations in calculating VMT shall be explained in the written analysis relied on in the environmental analysis for CEQA*.

4) *The County shall use the* ***Countywide VMT average*** *as the measure of transportation impacts for CEQA compliance*.

6) *The* ***County shall apply the significant threshold of*** *15%, as recommended by OPR's Technical Advisory, below baseline for residential and office land use and* ***no net increase for retail projects****. Consistent with OPR's Technical Advisory, the Board finds that a proposed project exceeding a level of 15 percent below the existing VMT per capita may indicate a significant transportation impact*.

The approached used to analyze the current project conforms to this framework, as will be described in the next sub-section.

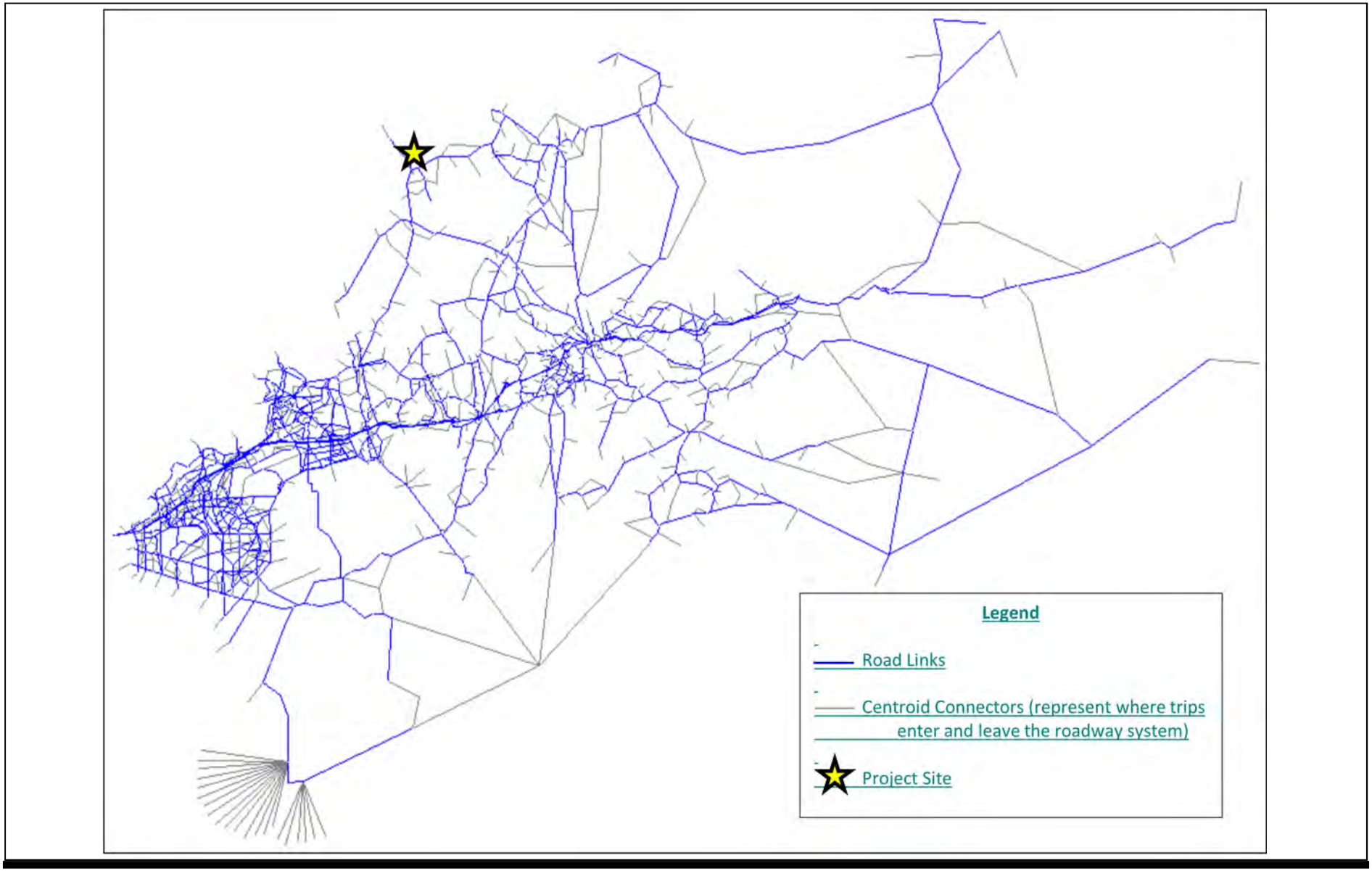
14.3 VMT Analysis of Cool Automobile and Commercial Center

The Proposed Project consists entirely of retail and service establishments. The VMT associated with such a project would have two components, one deriving from the trips made by employees of the new establishments, and the second deriving from the trips made by the patrons.

Initial consideration was given to using the El Dorado County Travel Demand Model to analyze these components. However, in this case the project site is located at the very edge of the modeled area (see **Figure 14.1**). For a variety of technical reasons, traffic models are most accurate towards their center, where most of the trips are from land uses that are explicitly represented in the model and where the majority of calibration points are located. The closer one gets to the edge of a model the higher the percentage of trips are from external land uses that are represented very abstractly, and the less calibration is done. This is somewhat analogous to focusing a camera; when you focus on an object in the center, objects on the edges become blurry. For that reason, as allowed in Section 3 of 141-2020, GHD elected to use Big Data from Replica[12] to examine each of these components rather than the county-wide model. Replica is used by cities, counties, states, MPOs, and transit agencies of all sizes around the country. SACOG, for example, uses Replica.

Replica represents movement by combining data from three primary sources: public use population census data, proprietary locational data from telecommunications and other IT infrastructure in the region, and field observations data from customer public agencies (ground truth). Much of its data comes from cell phones or in-vehicle GPS devices that track individual trips. Although the data is anonymized to protect the privacy of travelers, Replica is able to determine the residential and employment locations of travelers in general terms (i.e. neighborhoods rather than individual addresses). This provides a rich, new data source of travel behavior.

[12] For more information see: https://www.replicahq.com/



N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

PROJECT SITE IN RELATION TO THE
EL DORADO COUNTY MODEL NETWORK

Project No. 12579129
Date 1/17/2024

FIGURE 14.1

GHD used Replica to determine the average trip length for work commutes, shopping trips, and dining trip for Cool and for El Dorado County as a whole. For the purposes of this analysis, "Cool" was defined as Block groups 1, 3, and 4 of El Dorado Census Tract 306.01 (see **Figure 14.2**). **Table 14.1** below compares the average trip lengths for Cool to those of El Dorado County as a whole. Note that the county average is the basis for comparison, per Section 4 of Resolution 141-2020.

Table 14.1: Average Trip Lengths for Cool and El Dorado County

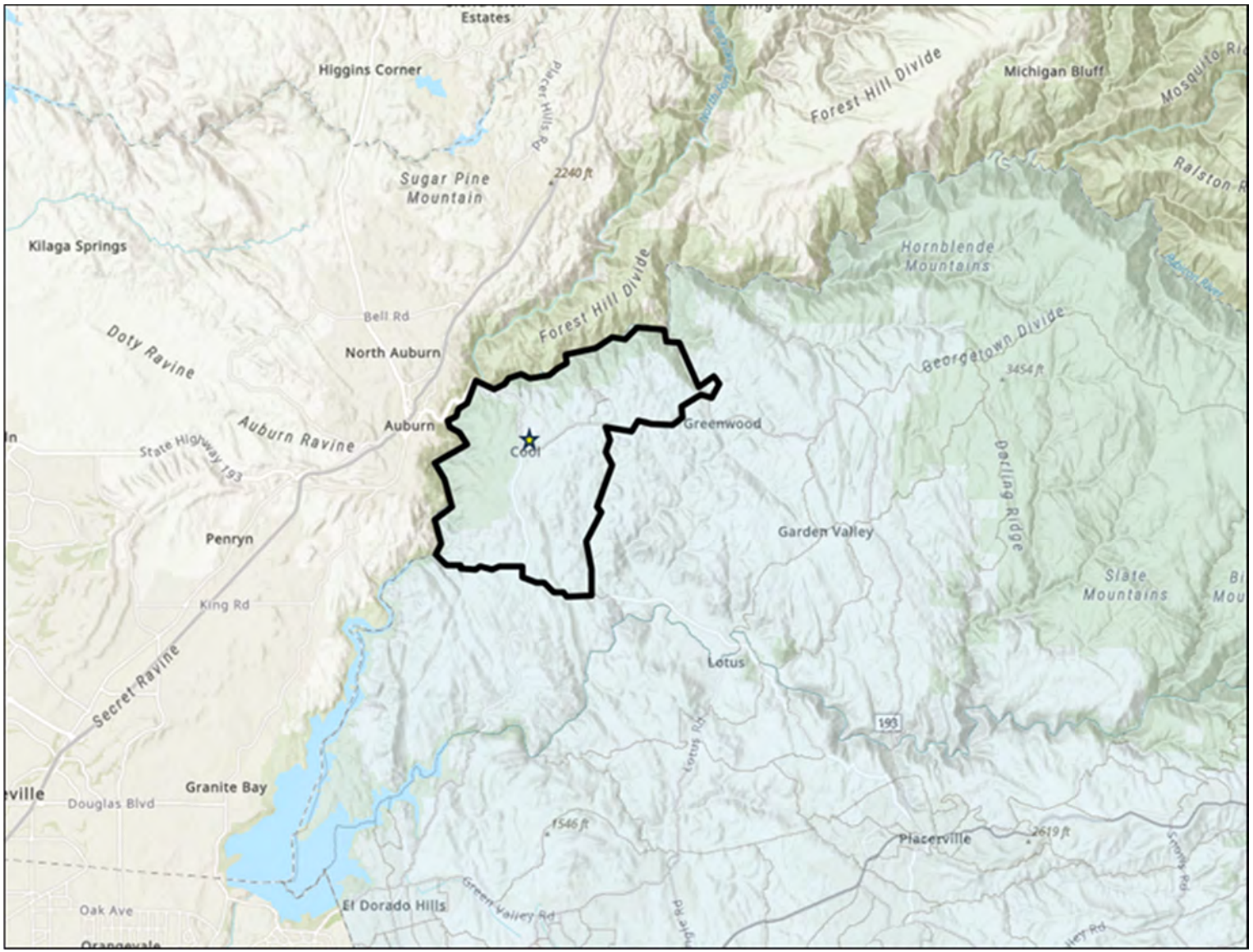
Trip Purpose	Trip Origin			Trip Destination		
	Cool	El Dorado County	Percent Difference	Cool	El Dorado County	Percent Difference
	(A)	(B)	(C)=(A)/(B)-1	(D)	(E)	(F)=(D)/(E)-1
Work trips	39.4	22.7	74%	18.4	18.9	-3%
Shopping Trips	14.2	10.6	34%	9.8	11.3	-13%
Dining Trips	13.7	11.2	22%	7.4	12.2	-39%

As can be seen in **Table 14.1**, residents of the Cool area drive significantly further than the county-wide average for work trips, shopping trips, and dining trips (see columns A, B, and C, which show data from when the Cool area is the trip origin). However, when Cool is the trip destination for work or for shopping, the trip lengths are shorter than the county-wide average (see columns D, E, and Fs, which show Cool as the destination). This is because the jobs/housing balance in the Cool area provides few opportunities to work and shop relative to the number of residents. For that reason, many of the jobs in the proposed development are likely to go to local residents who would otherwise work at jobs further away, and that the retail patrons would likely also be local residents substituting trips to the new establishments for trips to more distant shops. Outside residents who use the shops are likely to be pass-by trips will little net increase in VMT arising from their entering and leaving the site.

Other sources of data support the conclusion that the Proposed Project would result in a net decrease in VMT. A before-and-after study of the effects of a new retail development in Davis, California[13] found that shoppers self-selected the nearer shopping option when stores sold similar products, resulting in a net reduction in VMT. In addition, the International Council of Shopping Centers (ICSC) developed a classification system for retail establishments based on information from a database of over 115,000 sites in the U.S. (see **Table 14.2**). They found that small retail centers, which averaged 13 KSF in size (the Proposed Project is 11.7 KSF) typically had the smallest trade area. This is consistent with the finding from Replica that the Proposed Project is likely to serve a local clientele.

Based on this analysis, which shows that the Proposed Project is likely to result in a net decrease in VMT, we conclude that the Proposed Project's VMT impacts will be less-than-significant.

[13] *Measuring the impacts of local land-use policies on vehicle miles of travel: The case of the first big-box store in Davis, California*. Lovejoy, Sciara, Salon, Handy, and Mokhtarian, 2013.



N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

BOUNDARY OF THE COOL AREA
FOR THE PURPOSE OF THIS ANALYSIS

Project No. 12579129
Date 1/17/2024

FIGURE 14.2

Source: https://www.arcgis.com/home/item.html?id=e061559721b742b281a000b9ffa2e2f4

Table 14.2 U.S. Shopping Center Classification and Characteristics

U.S. Shopping-Center Classification and Characteristics												
Type of Shopping Center	Concept	Center Count	Aggregate GLA (Sq. Ft.)	% Share of Industry GLA	Average Size (Sq. Ft.)	Typical GLA Range (Sq. Ft.)	Acres	# of Anchors	% Anchor GLA	Typical Number of Tenants	Typical Type of Anchors	Trade Area Size
General-Purpose Centers		**112,520**										
Super-Regional Mall	Similar in concept to regional malls, but offering more variety and assortment.	620	778,336,548	10.2%	1,255,382	800,000+	60-120	3+	50-70%	NA	Full-line or junior department store, mass merchant, discount department store and/or fashion apparel store.	5-25 miles
Regional Mall	General merchandise or fashion-oriented offerings. Typically, enclosed with inward-facing stores connected by a common walkway. Parking surrounds the outside perimeter.	600	353,795,548	4.7%	589,659	400,000-800,000	40-100	2+	50-70%	40-80 stores	Full-line or junior department store, mass merchant, discount department store and/or fashion apparel store.	5-15 miles
Community Center ("Large Neighborhood Center")	General merchandise or convenience- oriented offerings. Wider range of apparel and other soft goods offerings than neighborhood centers. The center is usually configured in a straight line as a strip, or may be laid out in an L or U shape, depending on the site and design.	9,776	1,930,849,736	25.4%	197,509	125,000-400,000	10-40	2+	40-60%	15-40 stores	Discount store, supermarket, drug, large-specialty discount (toys, books, electronics, home improvement/furnishings or sporting goods, etc.)	3-6 miles
Neighborhood Center	Convenience oriented.	32,588	2,340,711,371	30.8%	71,827	30,000-125,000	3-5	1+	30-50%	5-20 stores	Supermarket	3 miles
Strip/Convenience	Attached row of stores or service outlets managed as a coherent retail entity, with on-site parking usually located in front of the stores. Open canopies may connect the store fronts, but a strip center does not have enclosed walkways linking the stores. A strip center may be configured in a straight line, or have an "L" or "U" shape. A convenience center is among the smallest of the centers, whose tenants provide a narrow mix of goods and personal services to a very limited trade area.	68,936	911,202,922	12.0%	13,218	< 30,000	<3	Anchor-less or a small convenience-store anchor.	NA	NA	Convenience store, such as a mini-mart.	<1 mile
Specialized-Purpose Centers		**3,275**										
Power Center	Category-dominant anchors, including discount department stores, off-price stores, wholesale clubs, with only a few small tenants.	2,258	990,416,667	13.0%	438,626	250,000-600,000	25-80	3+	70-90%	NA	Category killers, such as home improvement, discount department, warehouse club and off-price stores	5-10 miles
Lifestyle	Upscale national-chain specialty stores with dining and entertainment in an outdoor setting.	491	164,903,247	2.2%	335,852	150,000-500,000	10-40	0-2	0-50%	NA	Large format upscale specialty	8-12 miles
Factory Outlet	Manufacturers' and retailers' outlet stores selling brand-name goods at a discount.	367	87,368,113	1.2%	238,060	50,000-400,000	10-50	NA	NA	NA	Manufacturers' and retailers' outlets	25-75 miles
Theme/Festival	Leisure, tourist, retail and service-oriented offerings with entertainment as a unifying theme. Often located in urban areas, they may be adapted from older--sometimes historic--buildings and can be part of a mixed-use project.	159	23,498,769	0.3%	147,791	80,000-250,000	5-20	Unspecified	NA	NA	Restaurants, entertainment	25-75 miles
Limited-Purpose Property		**62**										
Airport Retail	Consolidation of retail stores located within a commercial airport	62	15,452,860	0.2%	249,240	75,000-300,000	NA	NA	NA	NA	No anchors; retail includes specialty retail and restaurants	NA
Total Industry		**115,857**										
Total Industry	Traditional + Specialty + Special Purpose	115,857	7,596,535,781	100.0%	65,568							

Source: International Council of Shopping Centers (https://www.icsc.com/uploads/research/general/US_CENTER_CLASSIFICATION.pdf)

15. Mitigations and Recommendations

15.1 Existing Plus Project Conditions

The traffic operations analysis has found that under Existing Plus Project conditions, all four project study intersections would operate acceptably (LOS D or better) and vehicle queuing would not exceed measured storage capacity. In addition, roadway segment operation on SR 49 north and south of SR 193 and SR 193 east of SR 49 would be acceptable. However, traffic operations analyses of proposed project driveway operations at SR 49 and SR 193 associate with vehicle/truck access as well as pedestrian and bicycle safety would be significant in nature. Specifically, project driveway operations related to large truck access, safe vehicle access, and pedestrian/bicycle safety would be impacted by proposed project development. In response, GHD recommends the following improvements:

- SR 193/Ellinghouse Drive/Project Driveway: The internal curve radius on the project driveway at SR 193 (located approximately 80-100 feet from SR 193) has been enlarged and straightened to allow acceptable truck access. As shown in the conceptual driveway plan in **Figure 13.2,** the driveway has been re-aligned to enter the site at a more northerly direction allowing large trucks to ingress/egress acceptably without affecting opposing traffic flows.
- SR 49/Retail Driveway-Project Driveway: It is recommended that a separate outbound (westbound) left-through lane and right-turn lane (12-feet each) be striped with a 16-foot inbound lane (eastbound) to accommodate for efficient ingress/egress.
- SR 193/Ellinghouse Drive/Project Driveway: It is recommended that SR 193 be widened and/or re-striped to accommodate a separate inbound (eastbound) left-turn lane for the proposed project driveway. Based on conceptual design parameters (*Caltrans HDM*), the left-turn lane should have a storage capacity of 75-feet (3 car lengths) with a bay taper of approximately 290-feet based on vehicle speeds (less than 45 mph) and lane width (11-feet).
- SR 193/Ellinghouse Drive/Project Driveway: It is recommended that where the proposed project driveway crosses the Class I pedestrian/bicycle path on the north side of SR 193 install green conflict zone markings. In addition, there should be warning signage for trail users (DRIVEWAY AHEAD) and warning signage for motorists (TRAIL XING W11-15 & W11-15P). Consideration should be given to the installation of “sharks tooth” pavement markings for north-south driveway approaches prior to crossing the trail.
- California heavy vehicles accessing the proposed project site should be routed on SR 49 between Highway 50 and Cool (to the extent possible). As part of this recommendation, signs should be placed at outbound project driveway points indicating “Large Trucks Prohibited on SR 49 Segment North to Auburn.”
- Design of proposed project driveways on SR 49 and SR 193 will be consistent with Appendix J of the Caltrans Highway Design (HDM—Figure 205.1, see Attachment I).
- Caltrans will require an encroachment permit for any project-related work along or within the State Right-of-Way (ROW).

With the circulation improvements recommended above, study intersection LOS was re-calculated and has been shown in **Table 15.1.**

As presented in **Table 15.1**, all four study intersections would be operating at or above acceptable levels (LOS Existing Plus Project Conditions).

TABLE 15.1 MITIGATED STUDY INTERSECTION LEVEL-OF-SERVICE

ID	Intersection	Peak Hour	Existing Plus Project Plus Mitigation			Near Term Plus Project Plus Mitigation			Cumulative Plus Project Plus Mitigation		
			Control	Delay	LOS	Control	Delay	LOS	Control	Delay	LOS
1	**Highway 49 (Coloma Road) & Northside Drive**	AM	TWSC	12.3	B	TWSC	12.7	B	TWSC	13.1	B
		PM		15.2	C		15.3	C		16.2	C
2	**Highway 49 (Coloma Road) & Retail Driveway/Project Driveway**	AM	TWSC	16.3	C	TWSC	18.0	C	TWSC	19.5	C
		PM		19.4	C		20.3	C		22.7	C
3	**Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)**	AM	AWSC	11.0	B	AWSC	12.0	B	AWSC	12.7	B
		PM		14.8	B		19.3	C		23.7	C
4	**Ellinghouse Drive/Highway 193 (Georgetown Road)**	AM	TWSC	11.9	B	TWSC	12.6	B	TWSC	13.1	B
		PM		21.0	C		21.4	C		24.3	C

BOLD Indicates LOS of E or worse
1 TWSC = Two-Way-Stop-Control, Vehicle delay based on minor street stopped traffic (worst case).
2 AWSC = All-Way-Stop-Control, Vehicle delay based on average delay for each approach (worst case).

In addition to the recommended project-specific intersection mitigation identified as part of this analysis, the State Route 49 American River Confluence Study also suggests intersection operation analyses at the SR 49/SR 193 intersection.

- Perform an Intersection Control Evaluation (ICE) study at the intersection of SR 49 and SR 193 to determine suitability of a roundabout or other configuration that would support future traffic volumes should they reach a level unsupported by the current stop control intersection.

Should El Dorado County move forward with an ICE study for the SR 49/SR 193 intersection, the proposed project could contribute a proportional fair share towards the analysis. It is noted that suggested operational analyses of the SR 49/SR 193 are supported by Caltrans.

15.2 Near-Term Year 2032 Plus Project Conditions

The traffic operations analysis has found that under Near-Term Year 2032 Plus Project conditions, all four project study intersections would operate acceptably (LOS C or better) and vehicle queuing would not exceed measured storage capacity. In addition, roadway segment operation on SR 49 north and south of SR 193 and SR 193 east of SR 49 would be acceptable. Therefore, the same mitigation measures recommended for Existing Plus Project Conditions would apply to proposed project development under Near-Term Year 2032 Plus Project Conditions.

As presented in **Table 13.1**, all four study intersections would be operating at or above acceptable levels (LOS Near-Term Year 2032 Plus Project Conditions).

15.3 Cumulative Year 2042 Plus Project Conditions

The traffic operations analysis has found that under Cumulative Year 2042 Plus Project conditions, all four project study intersections would operate acceptably (LOS D or better) and vehicle queuing would not exceed measured storage capacity. With the circulation improvements recommended from Existing Plus Project Conditions, Cumulative Year 2042 Plus Project study intersection LOS was re-calculated and has been shown in **Table 13.1.** All four study intersections would be operating at or above acceptable levels (LOS C-D) during the AM and PM peak hour with recommended circulation improvements.

15.4 On Site Circulation

Patrons would access the project site via State Route 49 and/or State Route 193 at the two project driveways. Internal drive aisles would provide access to both parking and vehicle fueling positions located on the southern portion of the project site. As shown in **Figure 2.1**, the main retail and restaurant buildings would be south-facing with parking areas located directly in front of the buildings. In addition. parking areas would be located primarily along the western, eastern, and limited southern portions of the site. Motorists (and large trucks) would be able to circulate through the site in a circular fashion (if necessary) via a large internal drive extending around the rear of the commercial retail buildings. Patrons using the project driveway inbound (northbound) from SR 193 would cross over the existing Class I pedestrian/bike shared use path and then extend west into the site. To allow for the topography and physical fauna, the driveway would curve west into the site approximately 80-100 feet north of SR 193. Therefore, it is likely that outbound vehicles from the site would queue across the existing Class I pedestrian/bike shared use path. Based on discussions with the project applicant, the existing bike path would be re-aligned to accommodate pedestrians and bicyclists.

15.5 Parking Analysis

The proposed project's parking requirements were calculated using the El Dorado County parking ordinance for retail sales and service, restaurant (with drive-through), and neighborhood retail (<15k). As calculated, the proposed project would be required to provide 36 parking spaces based on County parking code requirements. The proposed project's parking supple would be 81 spaces providing a surplus of 45 parking spaces.

15.6 Project Description

The proposed 4,620 square-foot convenience market with 12 fueling positions and car wash, 2,585 square-foot QSR with drive-through, and 2,582 square-foot future retail pad project in Cool California is expected to generate 4,442 daily trips with 112 AM net new peak hour trips and 105 net new PM peak hour trips. This trip generation does capture both pass-by and internal trip reductions. It is noted that pass-by trips reductions do not reduce driveway traffic volumes.

The proposed project will be accessed via SR 49 and SR 193 through two (2) full-access driveways. The proposed project driveway on SR 49 would be located approximately 400-feet north of SR 193 whereas the project driveway on SR 193 would be directly opposite Ellinghouse Drive approximately 600 feet east of SR 49.

It is noted that a review of the proposed project site plan indicates that it would not encroach on potential ROW needed along SR 49 or SR 193 for potential conversion to a RAB control at the SR 49/SR 193 intersection.

15.7 VMT Analysis

As shown in **Table 14.1**, residents of the Cool area drive significantly further than the county-wide average for work trips, shopping trips, and dining trips (see columns A, B, and C, which show data from when the Cool area is the trip origin). However, when Cool is the trip destination for work or for shopping, the trip lengths are shorter than the county-wide average (see columns D, E, and Fs, which show Cool as the destination). This is because the jobs/housing balance in the Cool area provides few opportunities to work and shop relative to the number of residents. For that reason, many of the jobs in the proposed development are likely to go to local residents who would otherwise work at jobs further away, and that the retail patrons would likely also be local residents substituting trips to the new establishments for trips to more distant shops. Outside residents who use the shops are likely to be pass-by trips will little net increase in VMT arising from their entering and leaving the site

The proposed Cool Automotive and Commercial-Retail project and is a purely local-serving retail development and does not exceed 50,000 square feet. From a CEQA standpoint, a strong case could be made that all proposed project uses (gasoline, convenience market, car wash, and quick-service restaurant) are locally serving retail. None of the proposed project uses would be considered a regional draw in that all of these

similar retail uses are available in Auburn and/or Georgetown areas. In addition, “strip commercial centers”, “mini-marts”, and/or “convenience stores” are considered purely local in nature serving the needs of the adjacent communities. Based on research conducted by the International Council of Shopping Centers, strip-convenience centers typically have a trade area of one-mile or less. As shown in **Table 14.2**, strip-convenience centers with a convenience store as its anchor (or anchor-less) draw from areas of one-mile or less.

Based on the retail case studies and shopping center characteristics for retail uses (strip commercial-convenience stores) provided above, the development of proposed project uses would likely reduce overall VMT in the Cool area. By providing locally serving retail uses, area residents would be less likely to travel longer distances to access similar retail services. Based on this quantitative VMT analysis, which shows that the Proposed Project is likely to result in a net decrease in VMT, GHD concludes the Proposed Project’s VMT impacts will be less-than-significant.

15.8 Traffic Operations

All four project study intersections and three roadway segments are expected to operate at acceptable conditions (LOS D or better) under Existing, Near-Term Year 2032, and Cumulative Year 2042 (No Project) conditions. With proposed project traffic, study intersections and roadway segments would continue to operate acceptable levels. However, large truck driveway access as well as vehicle-pedestrian conflicts would occur with proposed project development at the SR 49 and SR 193 project driveways. As a result, circulation improvements have been recommended to mitigate AM and PM peak hour conditions as outlined in **Section 14.1**. With recommended circulation improvements, all four study intersections and roadway segments would be operating at acceptable levels during the AM and PM peak hour under all analyzed scenarios of Existing, Near-Term Year 2032, and Cumulative Year 2042 “with project” conditions. In addition, the intersection of SR 49/SR 193 would continue to meet the minimum volumes for signalization (CAMUTCD Warrant #3) during the PM peak hour with existing traffic volumes. Proposed project development would add to this warrant. However, the SR 49/SR 193 intersection is projected to operate acceptably (LOS D or better) under all “with project” scenarios.

Please note, Caltrans will require an encroachment permit for any project-related work along or within the State Right-of-Way (ROW). In addition design of proposed project driveways on SR 49 and SR 193 should be consistent with Appendix J of the Caltrans Highway Design (HDM—Figure 205.1).

15.9 Alternative Transportation

With the proposed project, the Class I pedestrian/bicycle shared use path would be re-designed (east or west) along the proposed project’s SR 193 frontage to provide acceptable access and improve safety. In addition, a Class II bicycle lane would be installed along the proposed project’s western frontage of SR 49 to provide improved bicycle access along the highway. Internal sidewalks would be provided around all on-site commercial-retail buildings. Bicycle racks will be provided for uses adjacent to Class I path connections and on-site buildings. In addition, supplemental parking spaces would be provided for trail parking.

15.10 Emergency Access

Emergency access is adequately provided through the project driveways on SR 49 and SR 193.

15.11 Safety Analysis

Based on review of the past five years of collision data, there was a total of six (6) collisions at the three primary study intersections along SR 49 and SR 193. There were no fatal or severe injury collisions, and all three intersections are experiencing collision rates below the California State average for similar facilities. In addition, the proposed project driveway on SR 193 is located directly opposite Ellinghouse Drive serving the existing Holiday Market development directly south of the project site. The creation of a four-way intersection

on SR 193 helps to reduce potential vehicle-pedestrian conflicts and provides a uniform operation for vehicle ROW with no driveway offset.

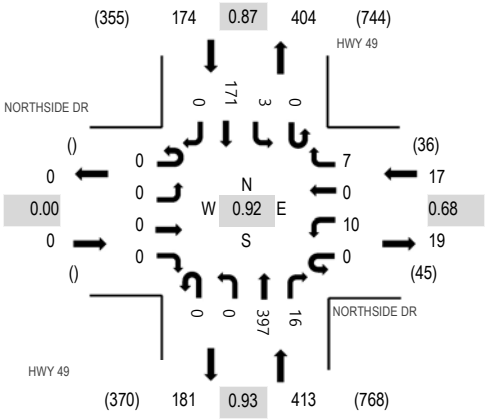
Attachment A: Turning Movement Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 HWY 49 & NORTHSIDE DR AM
Date: Thursday, July 28, 2022
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour

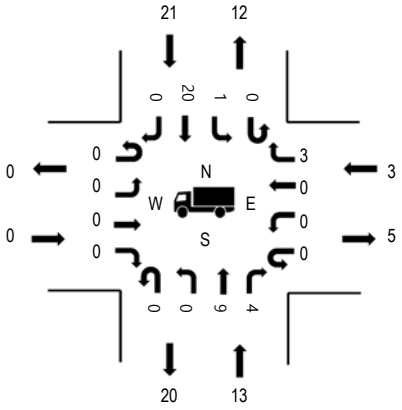
Motorized Vehicles



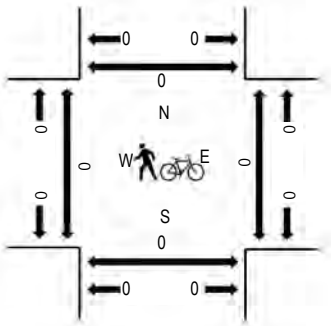
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	17.6%	0.68
NB	3.1%	0.93
SB	12.1%	0.87
All	6.1%	0.92

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHSIDE DR Eastbound				NORTHSIDE DR Westbound				HWY 49 Northbound				HWY 49 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	3	0	1	0	0	97	4	0	1	59	0	165	604
7:15 AM	0	0	0	0	0	4	0	3	0	0	99	4	0	0	34	0	144	555
7:30 AM	0	0	0	0	0	1	0	2	0	0	109	2	0	2	27	0	143	553
7:45 AM	0	0	0	0	0	2	0	1	0	0	92	6	0	0	51	0	152	557
8:00 AM	0	0	0	0	0	0	0	1	0	0	73	4	0	0	38	0	116	555
8:15 AM	0	0	0	0	0	2	0	3	0	0	90	6	0	2	39	0	142	
8:30 AM	0	0	0	0	0	4	0	2	0	0	88	3	0	0	50	0	147	
8:45 AM	0	0	0	0	0	5	0	2	0	0	81	10	0	1	51	0	150	
Count Total	0	0	0	0	0	21	0	15	0	0	729	39	0	6	349	0	1,159	
Peak Hour	0	0	0	0	0	10	0	7	0	0	397	16	0	3	171	0	604	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

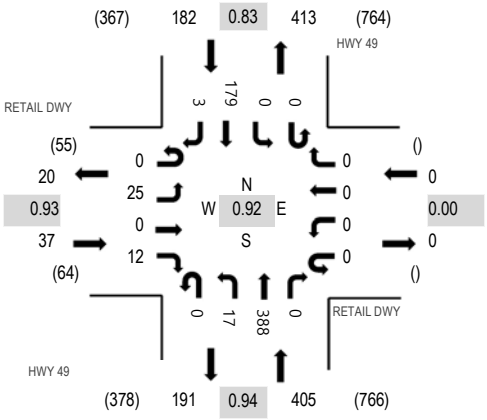
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	3	0	16	19	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	2	2	2	6	7:15 AM	0	1	0	0	1	7:15 AM	0	0	0	0	0
7:30 AM	0	8	0	3	11	7:30 AM	0	1	0	0	1	7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	3	4	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	2	0	3	5	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	3	2	1	6	8:30 AM	0	1	0	0	1	8:30 AM	0	0	0	0	0
8:45 AM	0	2	1	3	6	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
Count Total	0	21	6	31	58	Count Total	0	3	0	0	3	Count Total	0	0	0	0	0
Peak Hour	0	13	3	21	37	Peak Hour	0	2	0	0	2	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 HWY 49 & RETAIL DWY AM
Date: Thursday, July 28, 2022
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour

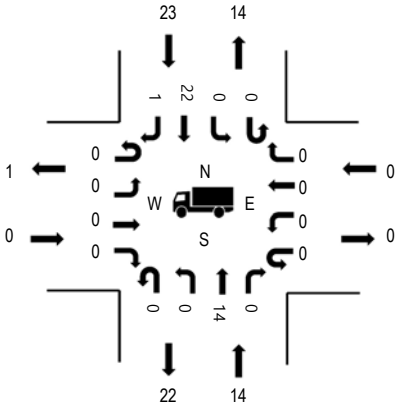
Motorized Vehicles



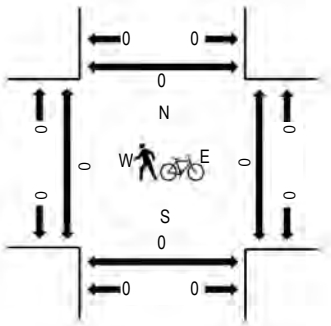
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.93
WB	0.0%	0.00
NB	3.5%	0.94
SB	12.6%	0.83
All	5.9%	0.92

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	RETAIL DWY Eastbound				RETAIL DWY Westbound				HWY 49 Northbound				HWY 49 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	7	0	2	0	0	0	0	0	8	93	0	0	0	59	1	170	624
7:15 AM	0	6	0	4	0	0	0	0	0	3	99	0	0	0	40	0	152	572
7:30 AM	0	6	0	4	0	0	0	0	0	4	104	0	0	0	27	1	146	569
7:45 AM	0	6	0	2	0	0	0	0	0	2	92	0	0	0	53	1	156	577
8:00 AM	0	4	0	3	0	0	0	0	0	4	70	0	0	0	36	1	118	573
8:15 AM	0	3	0	1	0	0	0	0	0	11	95	0	0	0	39	0	149	
8:30 AM	0	5	0	6	0	0	0	0	0	7	83	0	0	0	47	6	154	
8:45 AM	0	5	0	0	0	0	0	0	0	5	86	0	0	0	55	1	152	
Count Total	0	42	0	22	0	0	0	0	0	44	722	0	0	0	356	11	1,197	
Peak Hour	0	25	0	12	0	0	0	0	0	17	388	0	0	0	179	3	624	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

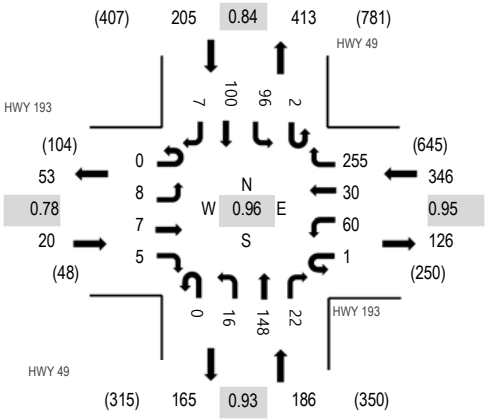
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	3	0	15	18	7:00 AM	0	1	0	0	1	7:00 AM	0	0	0	0	0
7:15 AM	0	3	0	4	7	7:15 AM	0	1	0	0	1	7:15 AM	0	0	0	0	0
7:30 AM	0	8	0	3	11	7:30 AM	0	1	0	1	2	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	4	5	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	3	0	2	5	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	3	0	4	7	8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0
8:45 AM	0	4	0	6	10	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
Count Total	0	25	0	39	64	Count Total	0	3	0	2	5	Count Total	0	0	0	0	0
Peak Hour	0	14	0	23	37	Peak Hour	0	3	0	1	4	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 HWY 49 & HWY 193 AM
Date: Thursday, July 28, 2022
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour

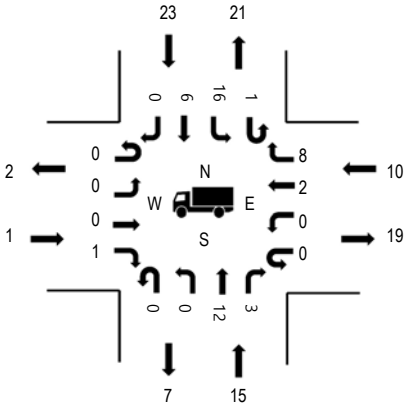
Motorized Vehicles



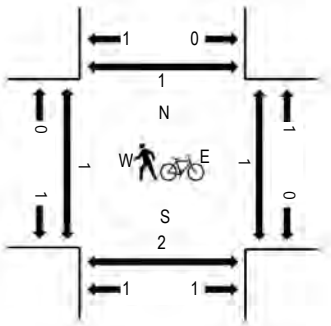
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.0%	0.78
WB	2.9%	0.95
NB	8.1%	0.93
SB	11.2%	0.84
All	6.5%	0.96

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 193 Eastbound				HWY 193 Westbound				HWY 49 Northbound				HWY 49 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	1	1	1	1	12	10	68	0	5	33	5	0	34	26	1	198	757
7:15 AM	0	4	2	2	0	18	11	55	0	5	42	3	1	21	24	2	190	706
7:30 AM	0	2	1	1	0	16	4	67	0	1	38	5	1	16	18	1	171	701
7:45 AM	0	1	3	1	0	14	5	65	0	5	35	9	0	25	32	3	198	713
8:00 AM	0	2	4	1	0	10	6	44	0	7	27	5	1	18	22	0	147	693
8:15 AM	0	3	3	1	0	13	6	68	0	2	35	6	2	23	22	1	185	
8:30 AM	0	3	4	2	0	10	10	60	0	7	31	2	0	19	34	1	183	
8:45 AM	0	2	2	1	0	6	8	58	0	1	32	9	0	29	28	2	178	
Count Total	0	18	20	10	1	99	60	485	0	33	273	44	5	185	206	11	1,450	
Peak Hour	0	8	7	5	1	60	30	255	0	16	148	22	2	96	100	7	757	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

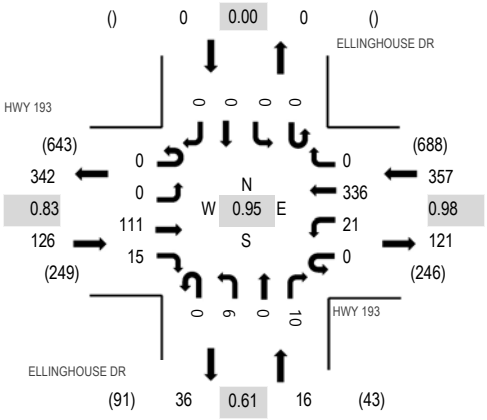
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	2	3	13	19	7:00 AM	0	0	0	0	0	7:00 AM	0	1	0	0	1
7:15 AM	0	5	2	5	12	7:15 AM	0	0	1	0	1	7:15 AM	0	0	0	0	0
7:30 AM	0	6	4	4	14	7:30 AM	0	0	0	1	1	7:30 AM	1	0	0	0	1
7:45 AM	0	2	1	1	4	7:45 AM	0	0	0	0	0	7:45 AM	0	1	1	1	3
8:00 AM	0	1	2	2	5	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	5	0	4	9	8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1
8:30 AM	1	3	1	5	10	8:30 AM	0	0	0	0	0	8:30 AM	1	1	0	0	2
8:45 AM	0	2	2	7	11	8:45 AM	0	0	0	0	0	8:45 AM	0	1	0	0	1
Count Total	2	26	15	41	84	Count Total	0	0	1	1	2	Count Total	3	4	1	1	9
Peak Hour	1	15	10	23	49	Peak Hour	0	0	1	1	2	Peak Hour	1	2	1	1	5

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 ELLINGHOUSE DR & HWY 193 AM
Date: Thursday, July 28, 2022
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour

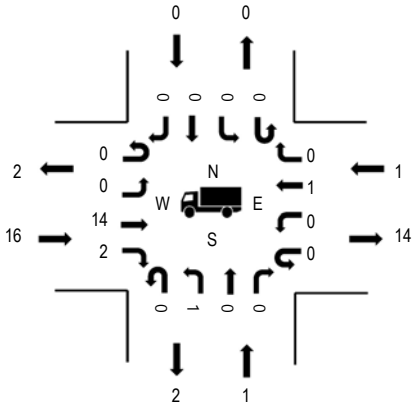
Motorized Vehicles



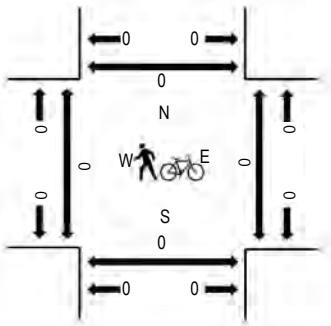
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	12.7%	0.83
WB	0.3%	0.98
NB	6.3%	0.61
SB	0.0%	0.00
All	3.6%	0.95

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 193 Eastbound				HWY 193 Westbound				ELLINGHOUSE DR Northbound				ELLINGHOUSE DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	35	3	0	3	86	0	0	1	0	2	0	0	0	0	130	499
7:15 AM	0	0	24	5	0	5	86	0	0	2	0	2	0	0	0	0	124	471
7:30 AM	0	0	21	1	0	4	82	0	0	2	0	4	0	0	0	0	114	484
7:45 AM	0	0	31	6	0	9	82	0	0	1	0	2	0	0	0	0	131	483
8:00 AM	0	0	22	4	0	12	59	0	0	1	0	4	0	0	0	0	102	481
8:15 AM	0	0	26	5	0	11	84	0	0	4	0	7	0	0	0	0	137	
8:30 AM	0	0	23	3	0	3	79	0	0	1	0	4	0	0	0	0	113	
8:45 AM	0	0	34	6	0	11	72	0	0	1	0	5	0	0	0	0	129	
Count Total	0	0	216	33	0	58	630	0	0	13	0	30	0	0	0	0	980	
Peak Hour	0	0	111	15	0	21	336	0	0	6	0	10	0	0	0	0	499	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

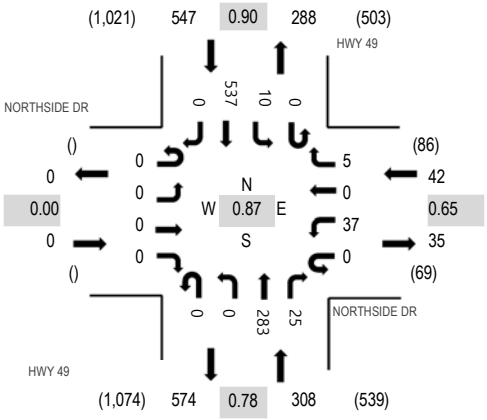
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	9	0	0	0	9	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	4	0	0	0	4	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	2	1	1	0	4	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	1	0	1	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	2	0	1	0	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	3	0	0	0	3	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2	8:45 AM	0	1	0	0	1	8:45 AM	0	0	0	0	0
Count Total	23	1	4	0	28	Count Total	0	1	0	0	1	Count Total	0	0	0	0	0
Peak Hour	16	1	1	0	18	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 HWY 49 & NORTHSIDE DR PM
Date: Thursday, July 28, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour

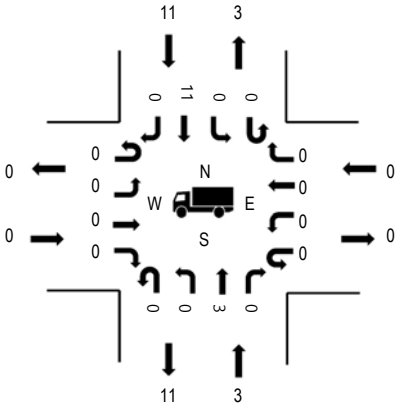
Motorized Vehicles



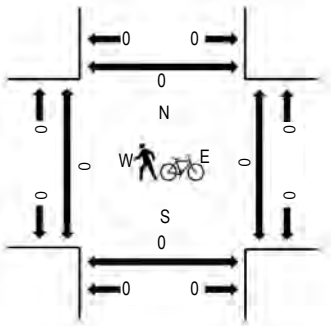
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.65
NB	1.0%	0.78
SB	2.0%	0.90
All	1.6%	0.87

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHSIDE DR Eastbound				NORTHSIDE DR Westbound				HWY 49 Northbound				HWY 49 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	14	0	1	0	0	93	6	0	4	140	0	258	897
4:15 PM	0	0	0	0	0	7	0	0	0	0	58	4	0	0	120	0	189	811
4:30 PM	0	0	0	0	0	9	0	1	0	0	65	7	0	4	148	0	234	823
4:45 PM	0	0	0	0	0	7	0	3	0	0	67	8	0	2	129	0	216	791
5:00 PM	0	0	0	0	0	11	0	4	0	0	43	8	0	3	103	0	172	749
5:15 PM	0	0	0	0	0	6	0	1	0	0	56	5	0	3	130	0	201	
5:30 PM	0	0	0	0	0	5	0	0	0	0	71	7	0	3	116	0	202	
5:45 PM	0	0	0	0	0	15	0	2	0	0	38	3	0	2	114	0	174	
Count Total	0	0	0	0	0	74	0	12	0	0	491	48	0	21	1,000	0	1,646	
Peak Hour	0	0	0	0	0	37	0	5	0	0	283	25	0	10	537	0	897	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	2	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	5	5	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	2	3	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	2	0	2	4	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	1	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	3	0	0	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	5	1	0	6	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	13	1	11	25	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	3	0	11	14	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

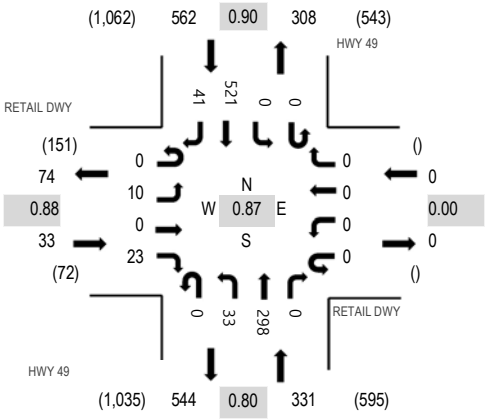
DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit K Traffic Analysis Study

(303) 216-2439
www.alltrafficdata.net

Location: 2 HWY 49 & RETAIL DWY PM
Date: Thursday, July 28, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour

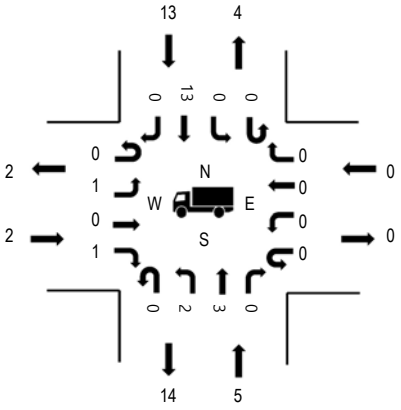
Motorized Vehicles



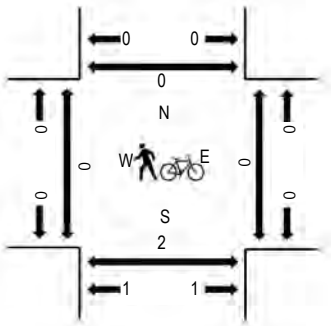
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	6.1%	0.88
WB	0.0%	0.00
NB	1.5%	0.80
SB	2.3%	0.90
All	2.2%	0.87

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	RETAIL DWY Eastbound				RETAIL DWY Westbound				HWY 49 Northbound				HWY 49 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	3	0	8	0	0	0	0	0	6	97	0	0	0	139	14	267	926
4:15 PM	0	4	0	3	0	0	0	0	0	8	59	0	0	0	118	8	200	844
4:30 PM	0	1	0	6	0	0	0	0	0	7	71	0	0	0	150	6	241	861
4:45 PM	0	2	0	6	0	0	0	0	0	12	71	0	0	0	114	13	218	832
5:00 PM	0	2	0	10	0	0	0	0	0	10	50	0	0	0	101	12	185	803
5:15 PM	0	2	0	8	0	0	0	0	0	11	61	0	0	0	128	7	217	
5:30 PM	0	7	0	5	0	0	0	0	0	8	72	0	0	0	111	9	212	
5:45 PM	0	2	0	3	0	0	0	0	0	13	39	0	0	0	125	7	189	
Count Total	0	23	0	49	0	0	0	0	0	75	520	0	0	0	986	76	1,729	
Peak Hour	0	10	0	23	0	0	0	0	0	33	298	0	0	0	521	41	926	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

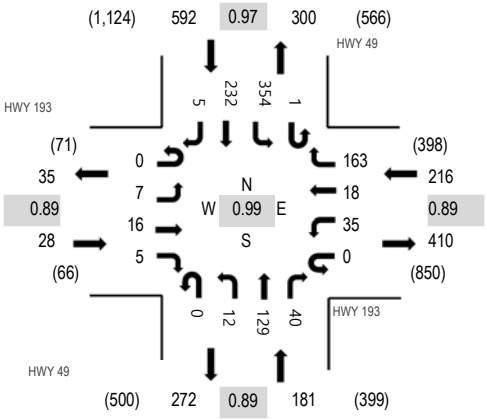
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	3	4	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	3	5	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	3	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	1	2	0	4	7	4:45 PM	0	0	0	0	0	4:45 PM	0	2	0	0	2
5:00 PM	0	1	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	1	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	3	0	1	4	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	5	0	0	5	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	2	15	0	15	32	Count Total	0	0	0	0	0	Count Total	0	2	0	0	2
Peak Hour	2	5	0	13	20	Peak Hour	0	0	0	0	0	Peak Hour	0	2	0	0	2

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 HWY 49 & HWY 193 PM
Date: Thursday, July 28, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour

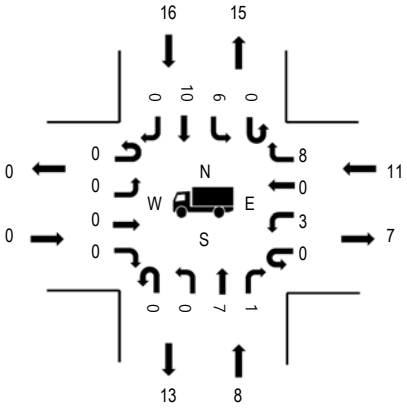
Motorized Vehicles



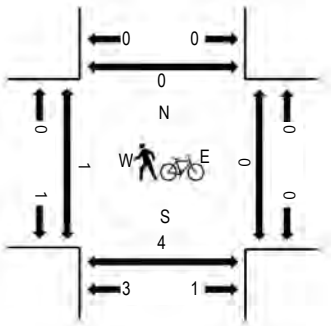
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.89
WB	5.1%	0.89
NB	4.4%	0.89
SB	2.7%	0.97
All	3.4%	0.99

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 193 Eastbound				HWY 193 Westbound				HWY 49 Northbound				HWY 49 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	5	0	0	8	3	33	0	5	34	12	0	89	63	0	256	1,017
4:15 PM	0	0	3	2	0	12	4	40	0	2	29	16	0	89	51	1	249	988
4:30 PM	0	2	3	1	0	6	5	49	0	2	27	8	0	83	68	1	255	1,008
4:45 PM	0	1	5	2	0	9	6	41	0	3	39	4	1	93	50	3	257	995
5:00 PM	0	1	6	2	0	10	3	28	0	1	29	20	1	91	33	2	227	970
5:15 PM	0	1	9	1	0	18	2	41	0	2	32	20	0	97	45	1	269	
5:30 PM	0	4	3	4	0	8	6	31	0	7	45	9	1	73	47	4	242	
5:45 PM	0	1	6	0	0	8	6	21	0	1	29	23	1	83	52	1	232	
Count Total	0	14	40	12	0	79	35	284	0	23	264	112	4	698	409	13	1,987	
Peak Hour	0	7	16	5	0	35	18	163	0	12	129	40	1	354	232	5	1,017	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	2	5	10	4:00 PM	0	0	0	0	0	4:00 PM	1	4	0	0	5
4:15 PM	0	0	4	4	8	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	3	4	3	10	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	2	1	4	7	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	1	3	2	6	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:30 PM	0	1	4	0	5	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	4	2	0	6	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	14	21	18	53	Count Total	0	0	0	0	0	Count Total	1	4	1	0	6
Peak Hour	0	8	11	16	35	Peak Hour	0	0	0	0	0	Peak Hour	1	4	0	0	5

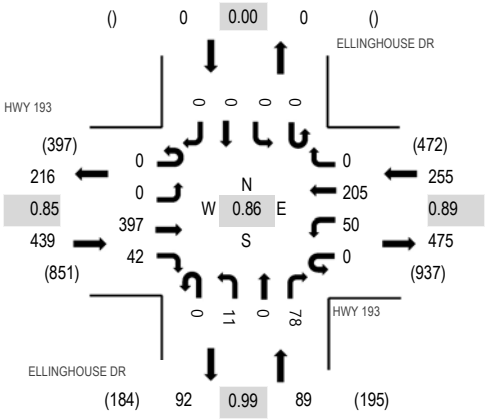
DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit K Traffic Analysis Study

(303) 216-2439
www.alltrafficdata.net

Location: 4 ELLINGHOUSE DR & HWY 193 PM
Date: Thursday, July 28, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour

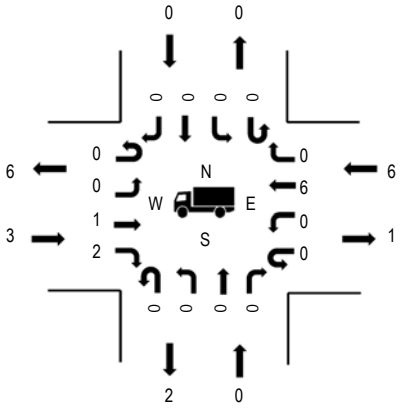
Motorized Vehicles



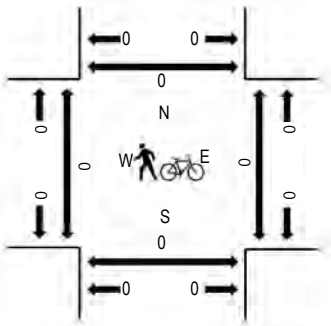
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.85
WB	2.4%	0.89
NB	0.0%	0.99
SB	0.0%	0.00
All	1.1%	0.86

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 193 Eastbound				HWY 193 Westbound				ELLINGHOUSE DR Northbound				ELLINGHOUSE DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	96	12	0	12	42	0	0	3	0	21	0	0	0	0	186	763
4:15 PM	0	0	95	13	0	14	52	0	0	5	0	20	0	0	0	0	199	754
4:30 PM	0	0	83	8	0	9	54	0	0	4	0	21	0	0	0	0	179	783
4:45 PM	0	0	92	12	0	15	55	0	0	1	0	24	0	0	0	0	199	775
5:00 PM	0	0	104	10	0	12	38	0	0	3	0	10	0	0	0	0	177	755
5:15 PM	0	0	118	12	0	14	58	0	0	3	0	23	0	0	0	0	228	
5:30 PM	0	0	76	10	0	12	42	0	0	2	0	29	0	0	0	0	171	
5:45 PM	0	0	101	9	0	10	33	0	0	2	0	24	0	0	0	0	179	
Count Total	0	0	765	86	0	98	374	0	0	23	0	172	0	0	0	0	1,518	
Peak Hour	0	0	397	42	0	50	205	0	0	11	0	78	0	0	0	0	783	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	1	2	0	4	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	1	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	2	0	2	0	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	1	0	2	0	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	1	0	3	0	4	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	2	0	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	5	2	14	0	21	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	3	0	6	0	9	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Attachment B: Peak Hour Signal Warrants

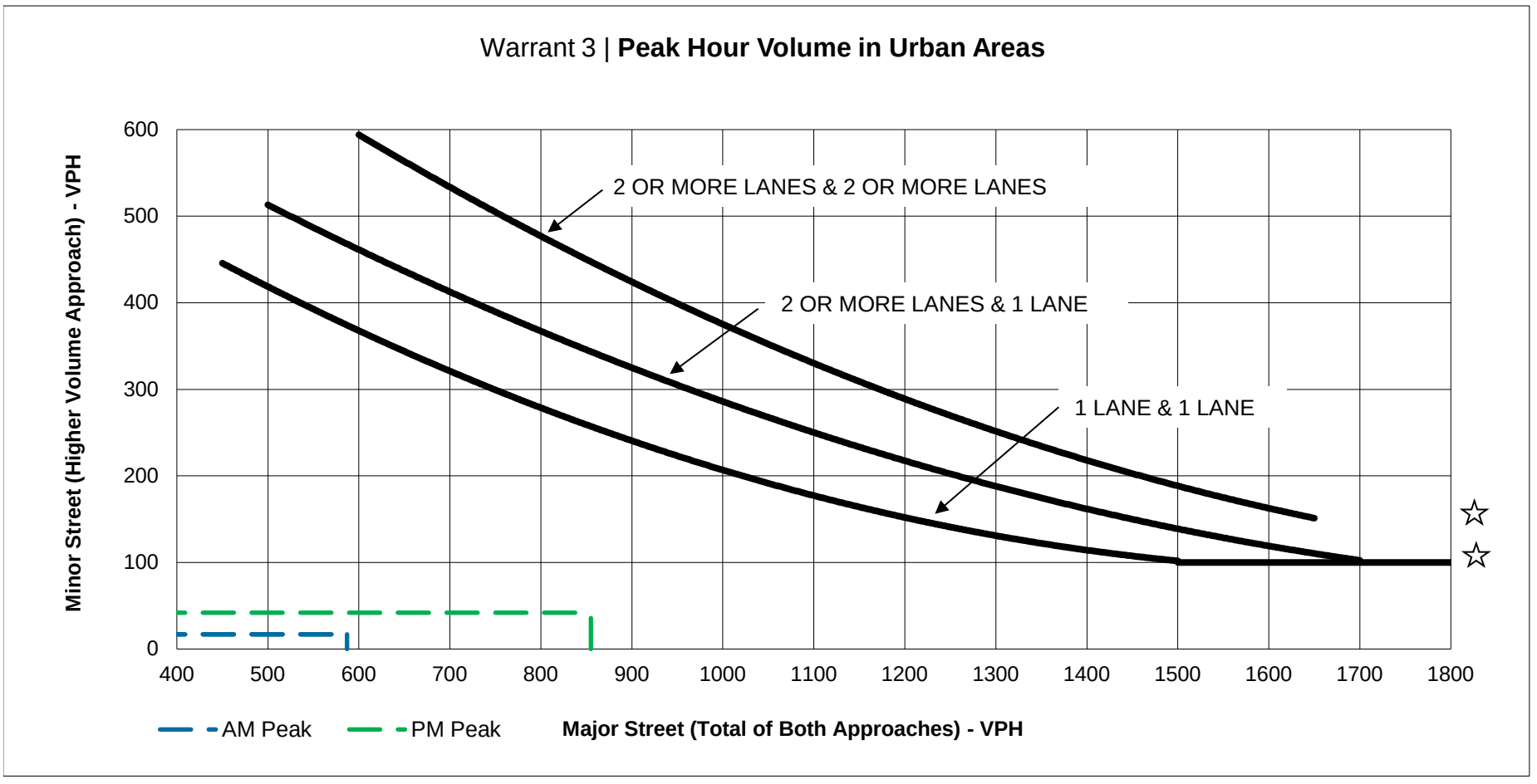
Intersection #1: Highway 49 & Northstar Drive

Existing Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	587	855	
Minor St. Volume (higher volume approach):	17	42	
Warrant Met?:	**No**	**No**	

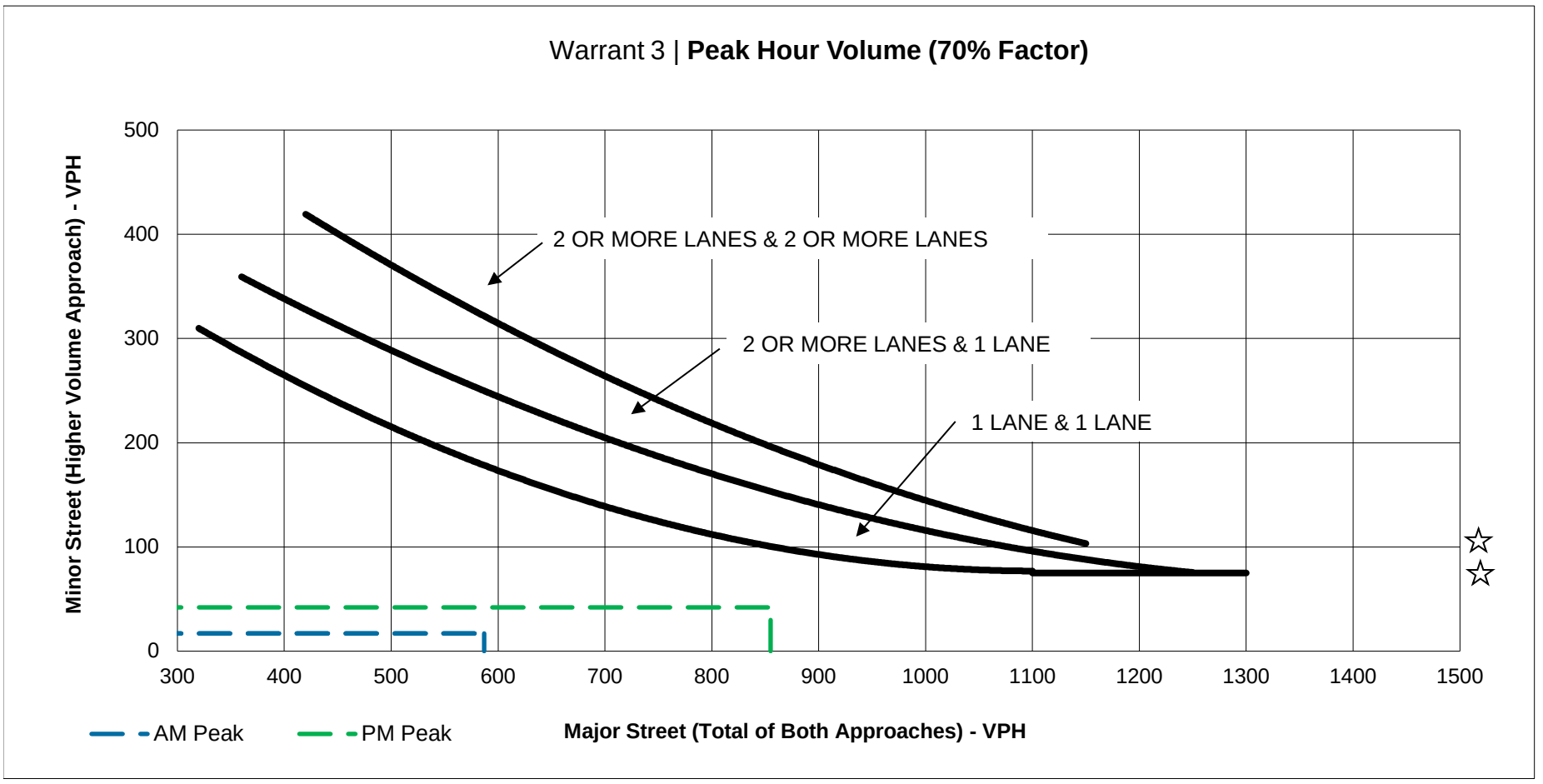
Fig 4C-3 (100% Option)

Existing Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	587	855	
Minor St. Volume (higher volume approach):	17	42	
Warrant Met?:	**No**	**No**	

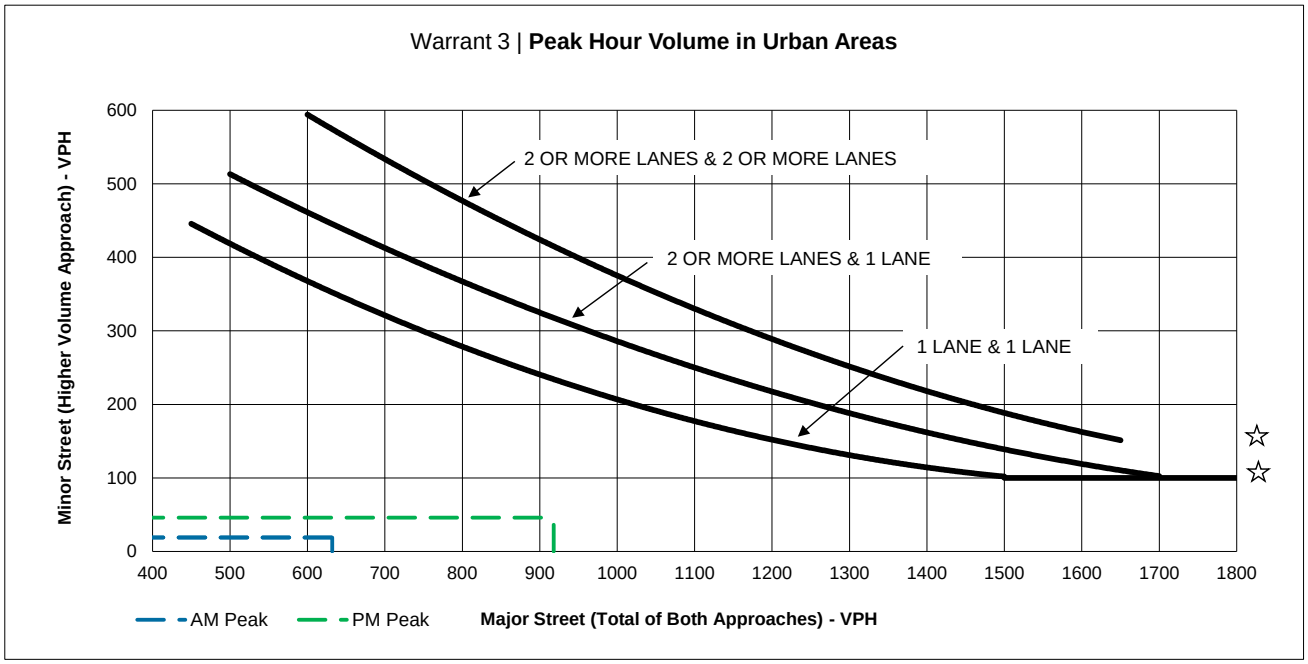
Fig 4C-4 (70% Option)

Near Term Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	632	918	
Minor St. Volume (higher volume approach):	19	46	
Warrant Met?:	**NO**	**NO**	

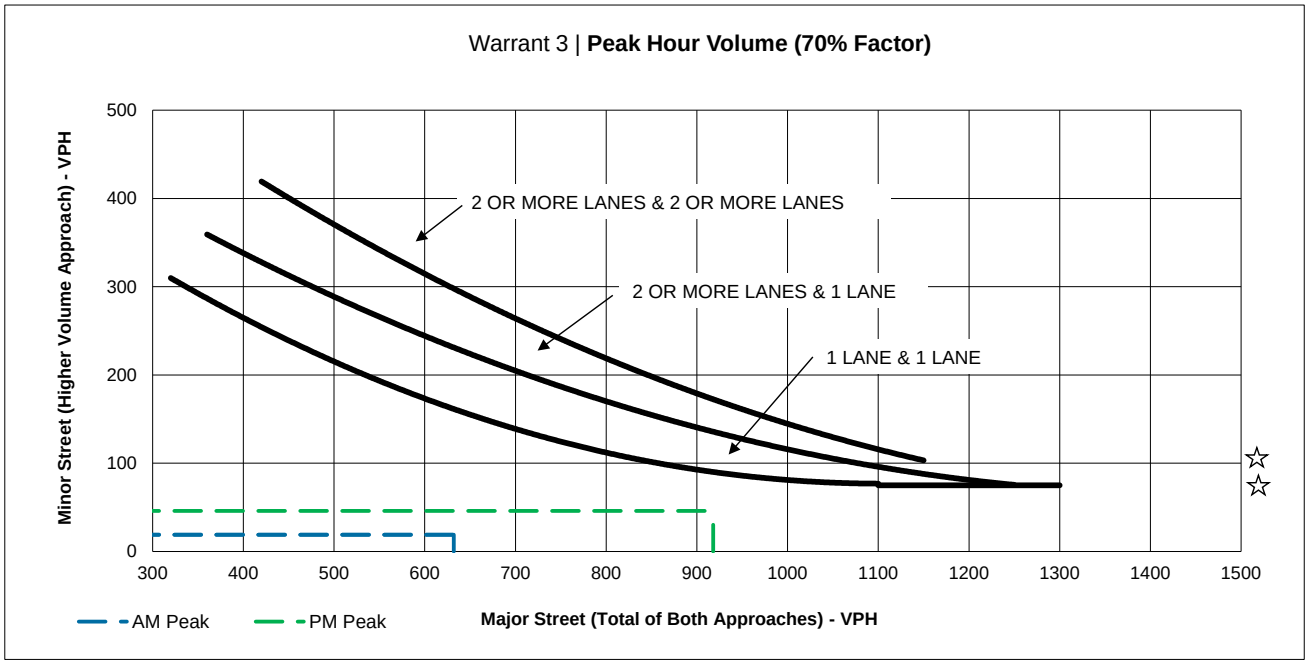
Fig 4C-3 (100% Option)

Near Term Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	632	918	
Minor St. Volume (higher volume approach):	19	46	
Warrant Met?:	**NO**	**NO**	

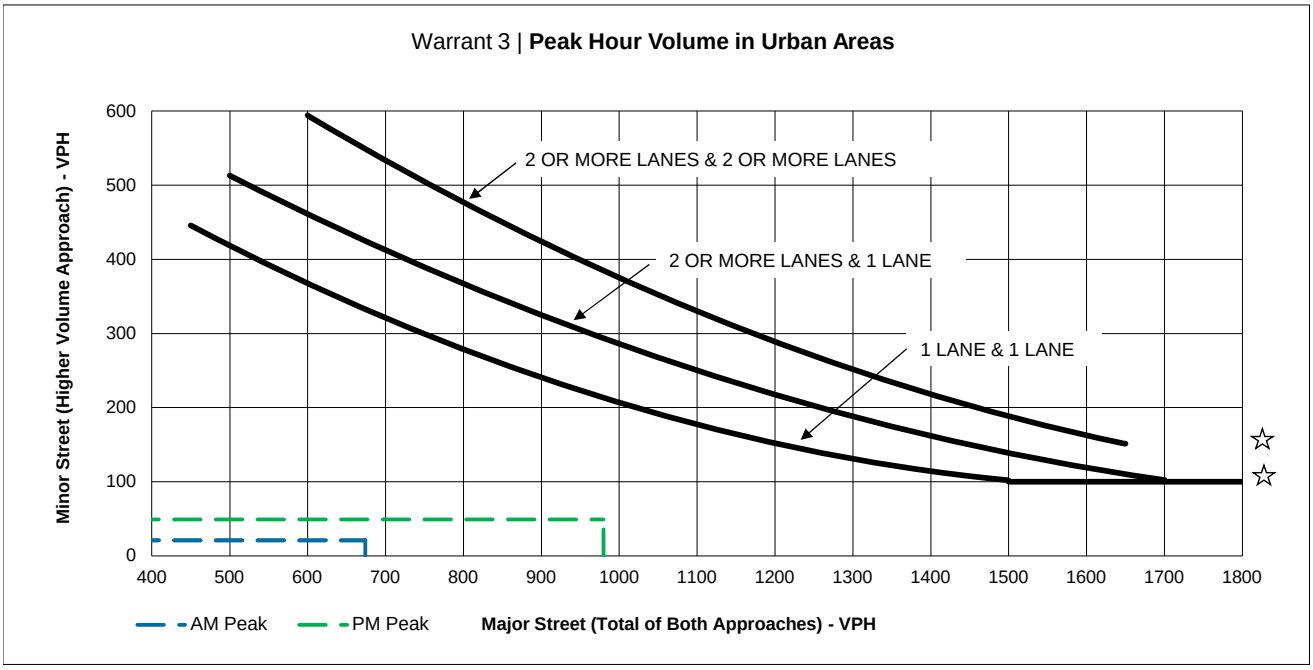
Fig 4C-4 (70% Option)

Cumulative Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	674	980	
Minor St. Volume (higher volume approach):	21	49	
Warrant Met?:	**NO**	**NO**	

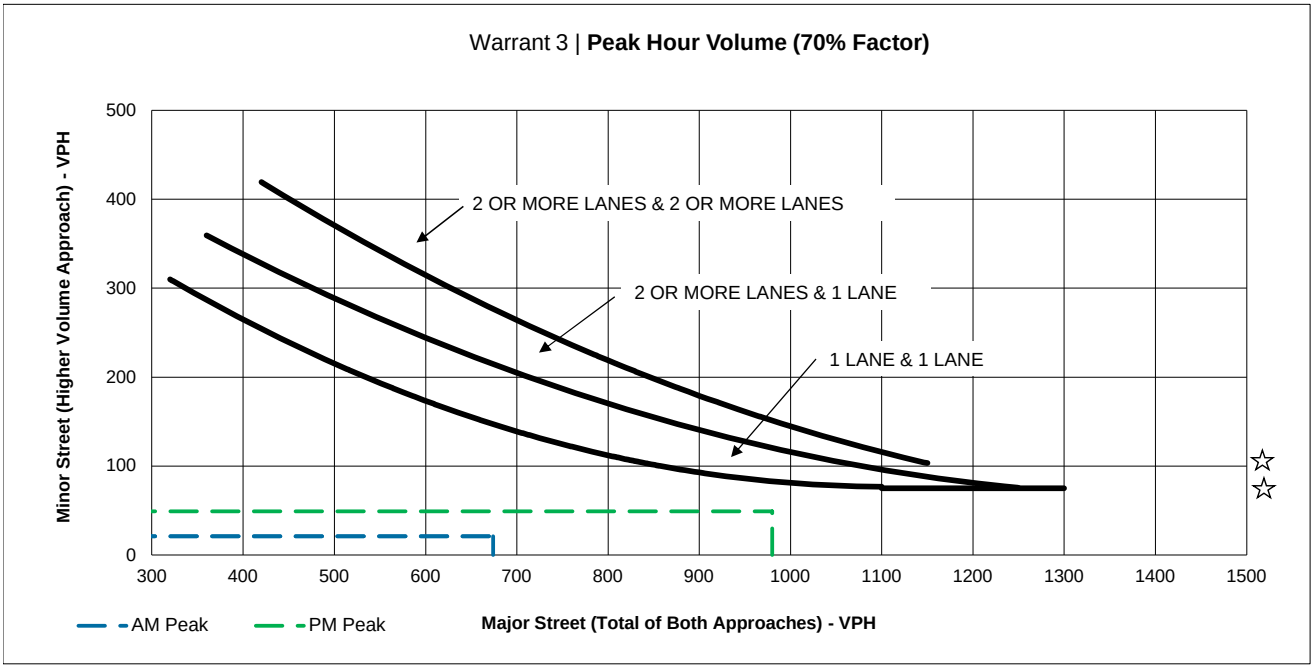
Fig 4C-3 (100% Option)

Cumulative Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	674	980	
Minor St. Volume (higher volume approach):	21	49	
Warrant Met?:	**NO**	**NO**	

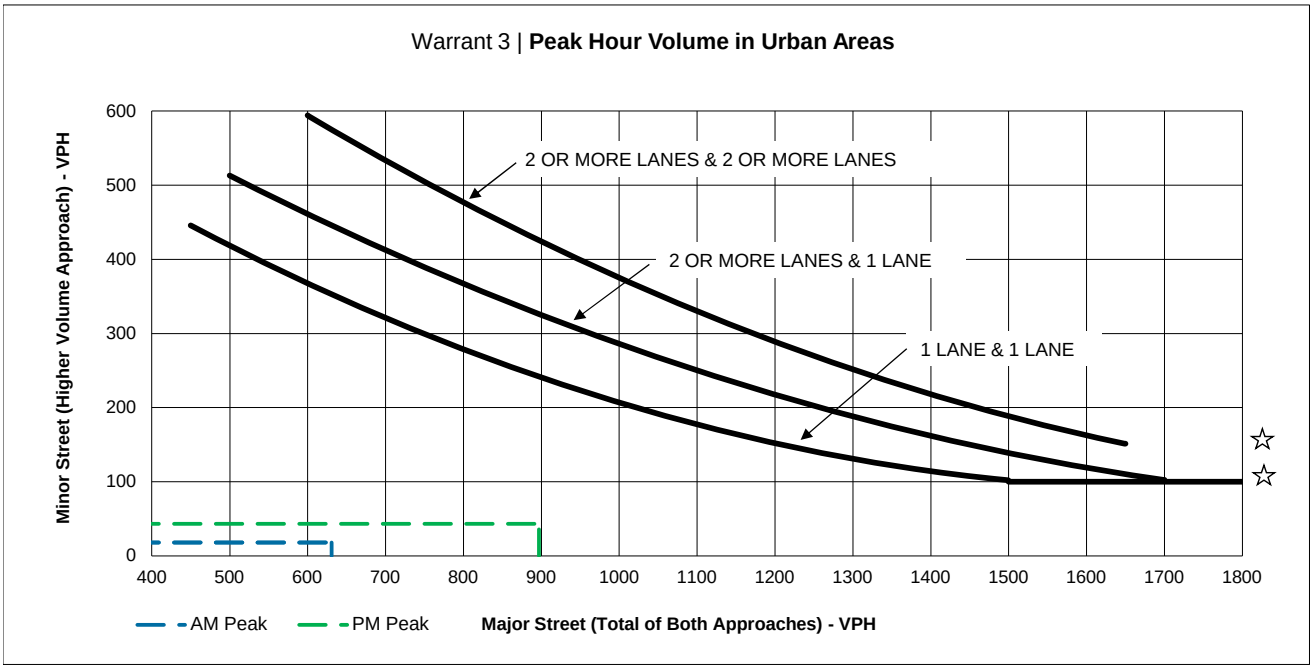
Fig 4C-4 (70% Option)

Existing Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	631	897	
Minor St. Volume (higher volume approach):	18	43	
Warrant Met?:	**NO**	**NO**	

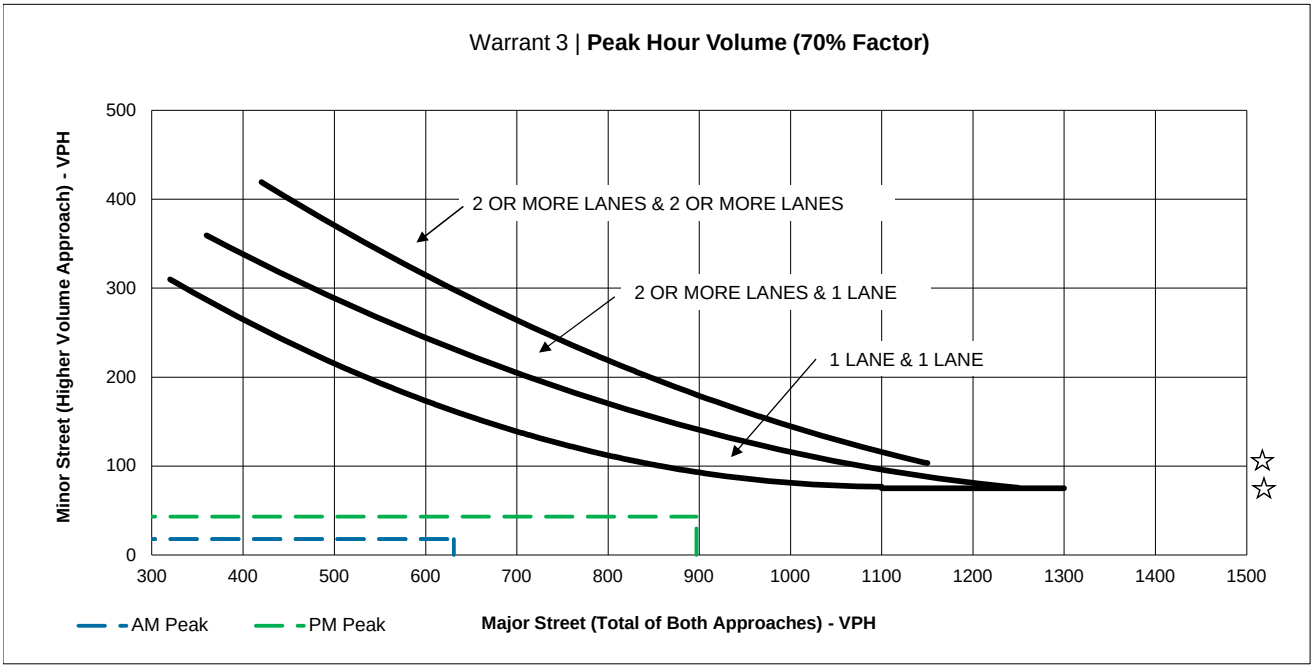
Fig 4C-3 (100% Option)

Existing Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	631	897	
Minor St. Volume (higher volume approach):	18	43	
Warrant Met?:	**NO**	**NO**	

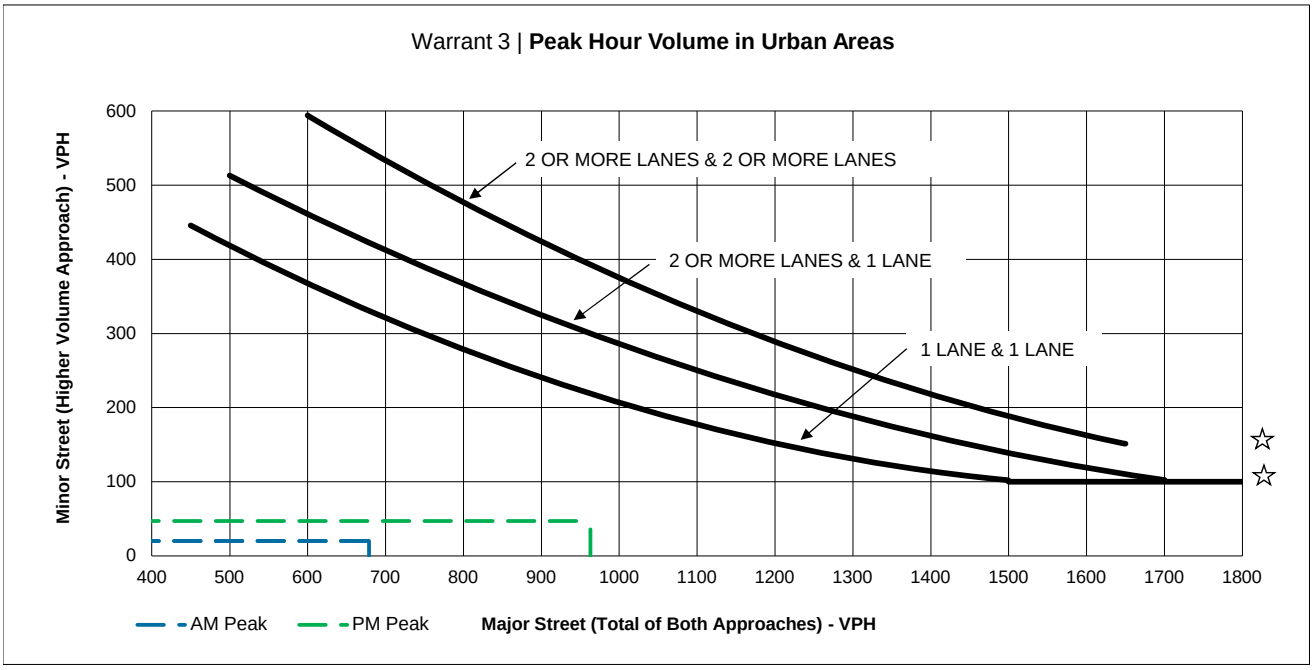
Fig 4C-4 (70% Option)

Near Term Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	679	963	
Minor St. Volume (higher volume approach):	20	47	
Warrant Met?:	**NO**	**NO**	

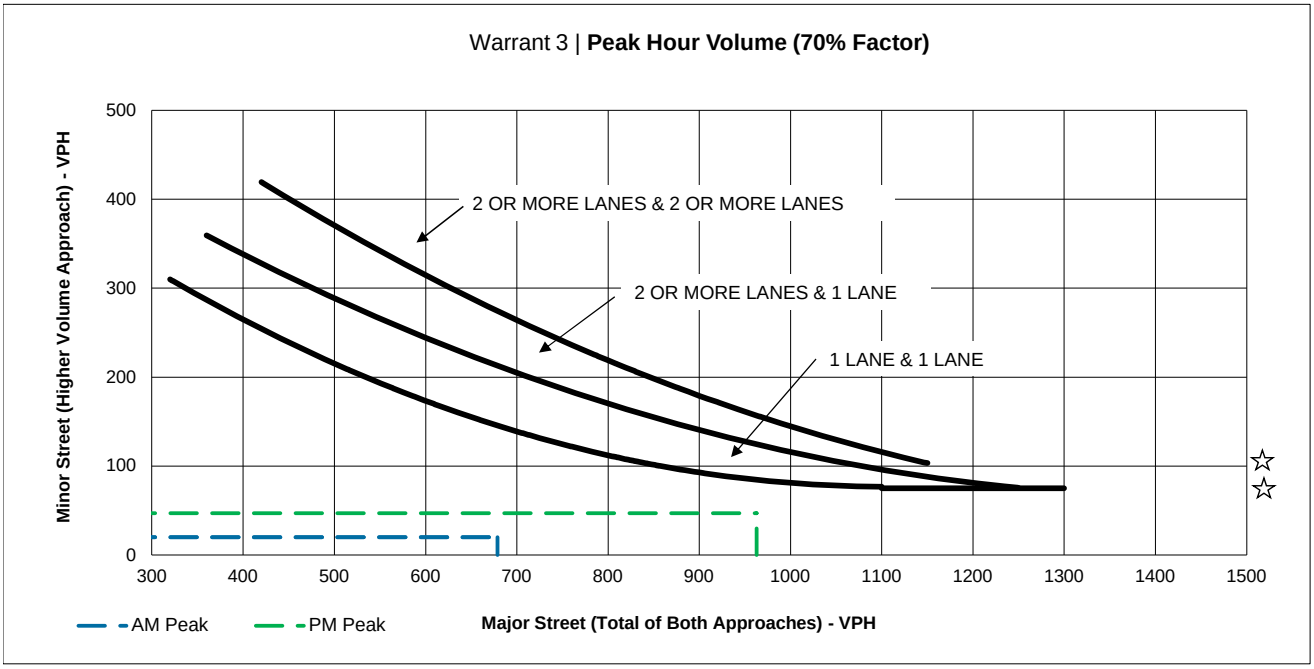
Fig 4C-3 (100% Option)

Near Term Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	679	963	
Minor St. Volume (higher volume approach):	20	47	
Warrant Met?:	**NO**	**NO**	

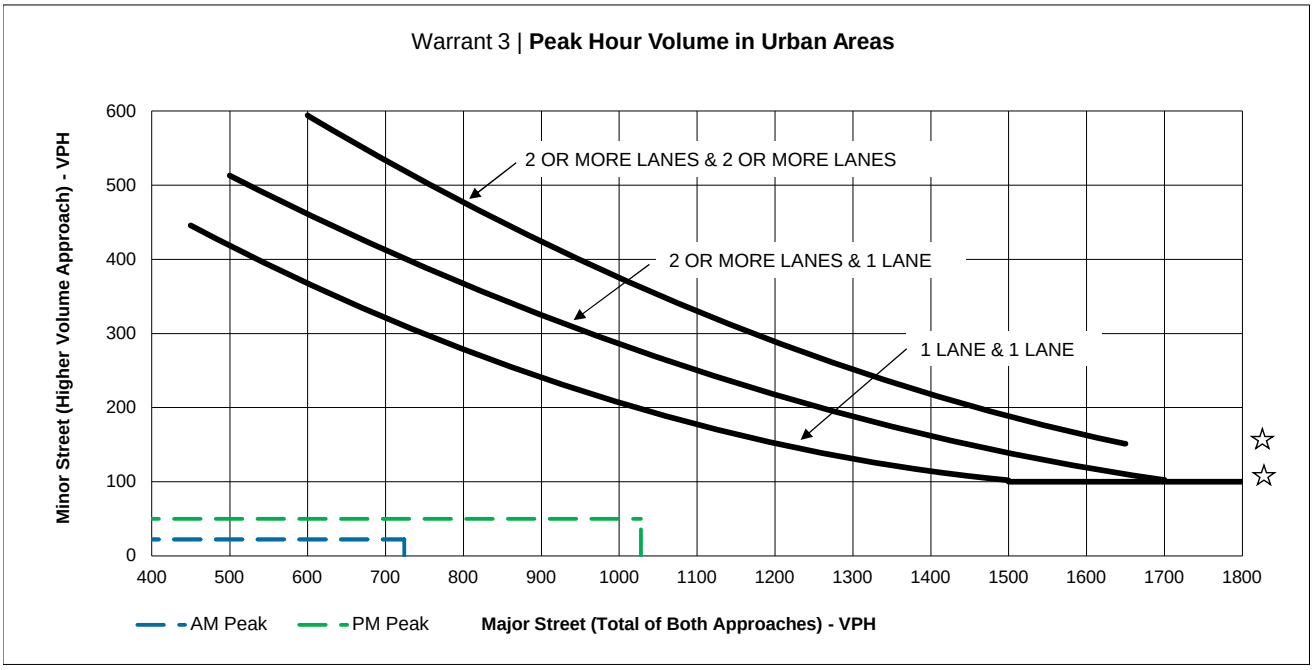
Fig 4C-4 (70% Option)

Cumulative Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	724	1,028	
Minor St. Volume (higher volume approach):	22	50	
Warrant Met?:	**NO**	**NO**	

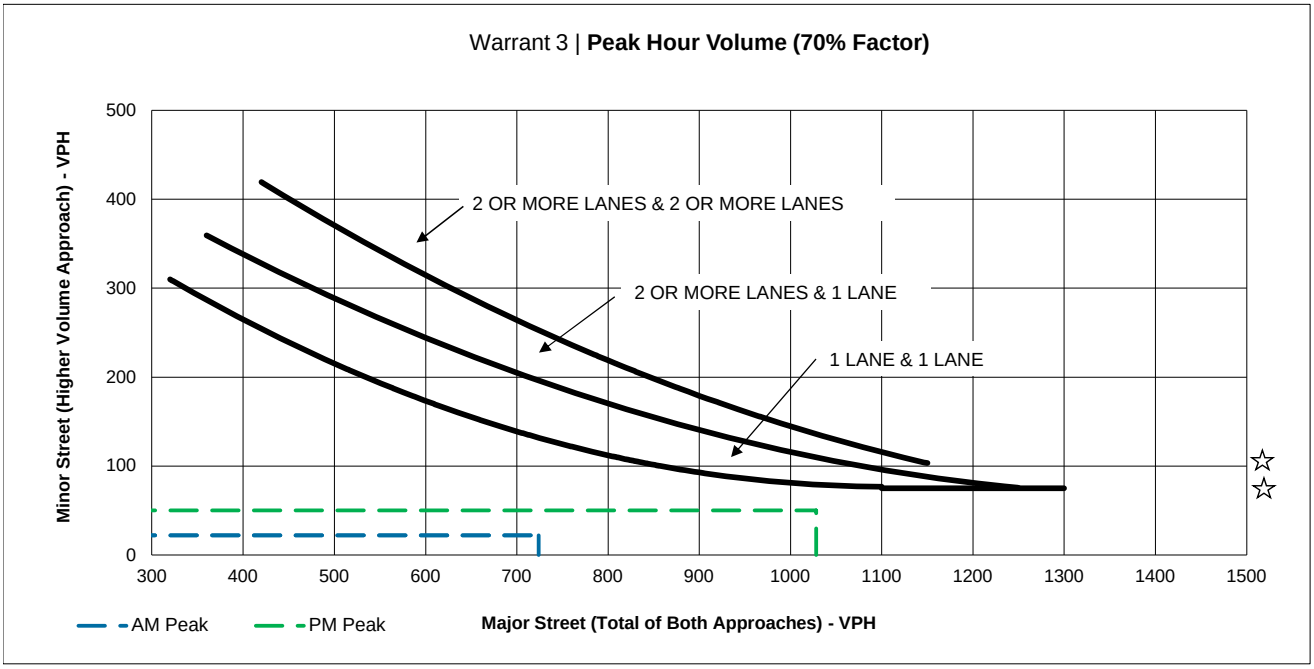
Fig 4C-3 (100% Option)

Cumulative Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Northside Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	724	1,028	
Minor St. Volume (higher volume approach):	22	50	
Warrant Met?:	**NO**	**NO**	

Fig 4C-4 (70% Option)

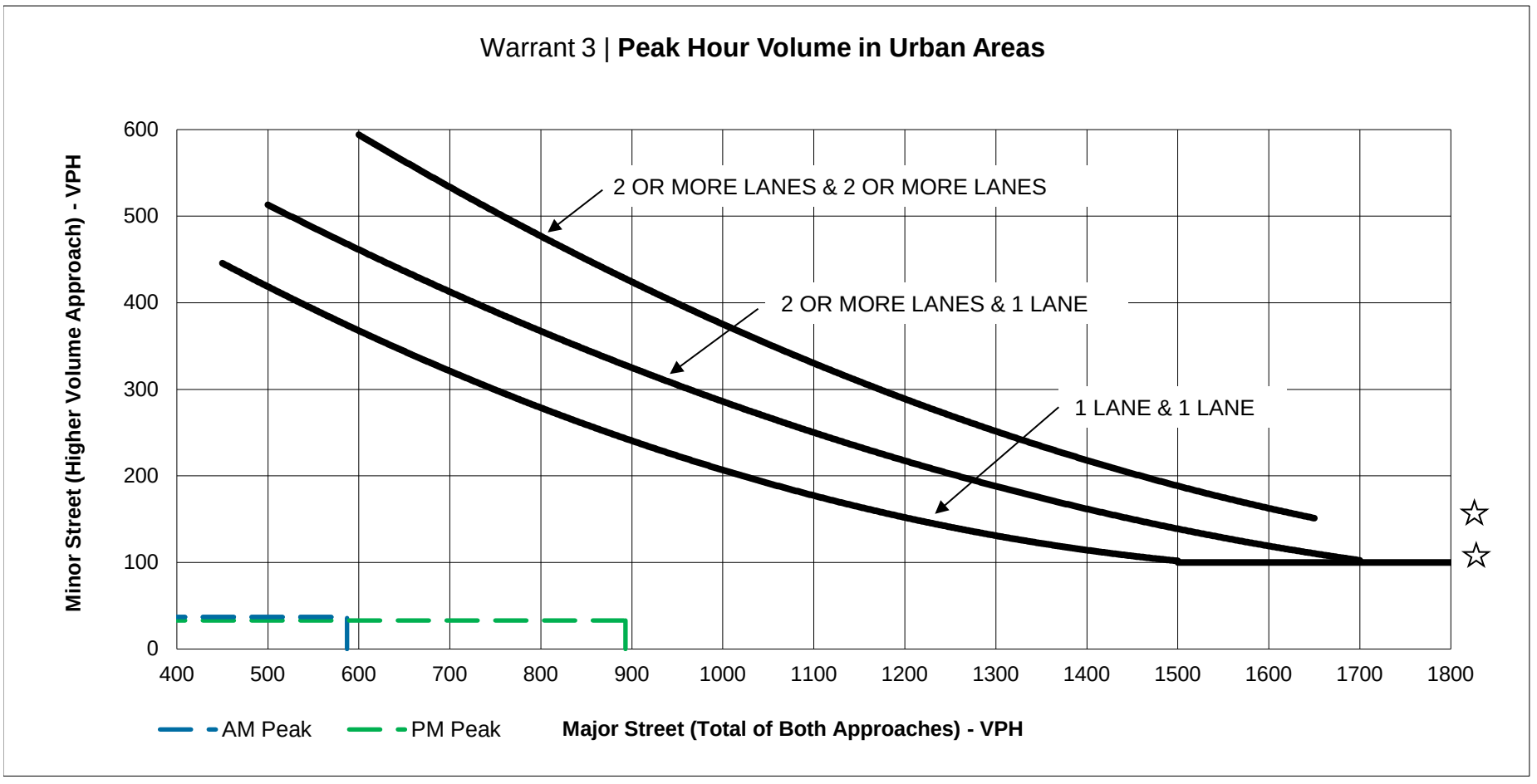
Intersection #2: Highway 49 & Retail-Project Driveway

Existing Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Exist Retail Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	587	893	
Minor St. Volume (higher volume approach):	37	33	
Warrant Met?:	**No**	**No**	

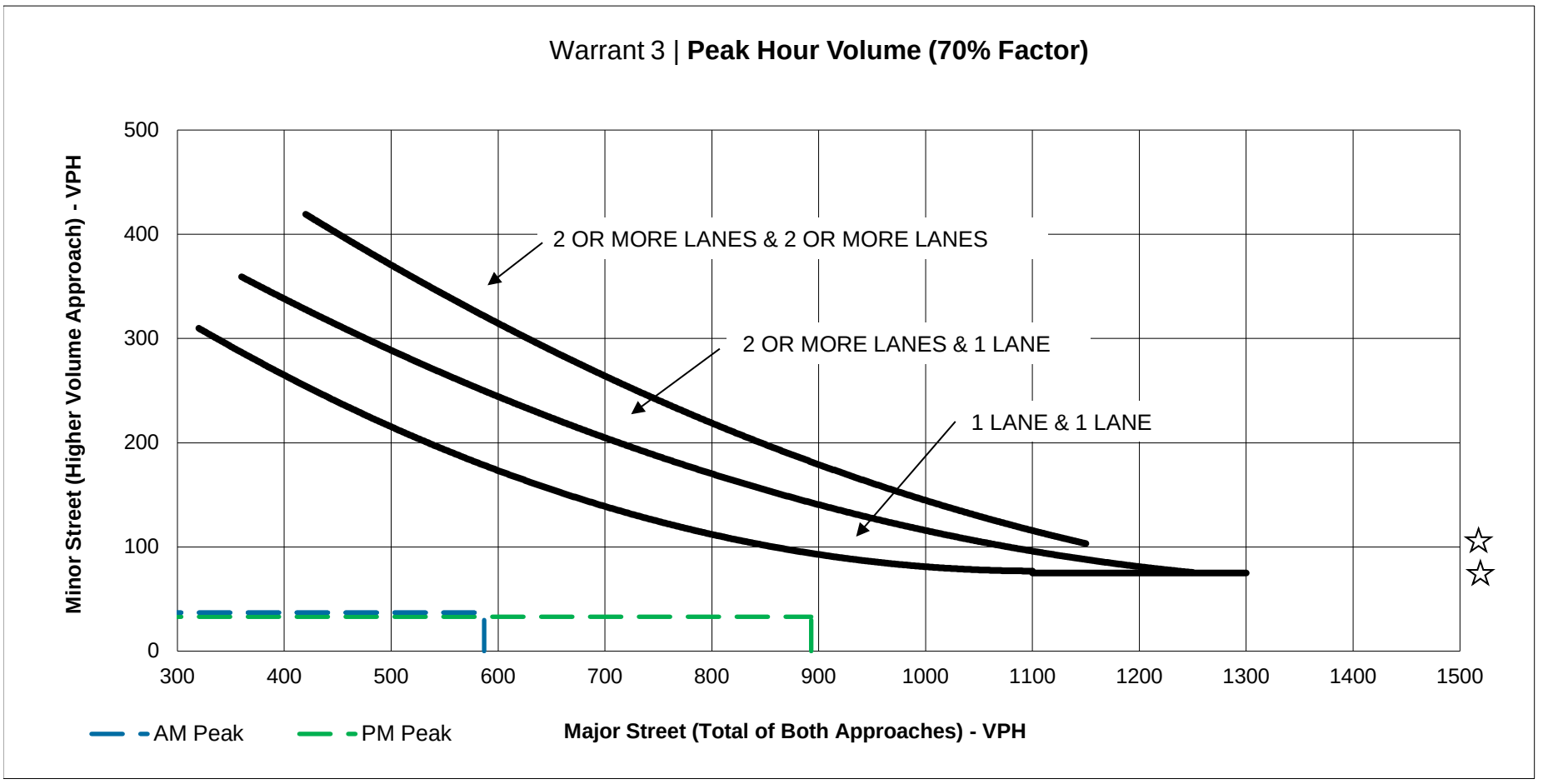
Fig 4C-3 (100% Option)

Existing Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Exist Retail Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	587	893	
Minor St. Volume (higher volume approach):	37	33	
Warrant Met?:	**NO**	**NO**	

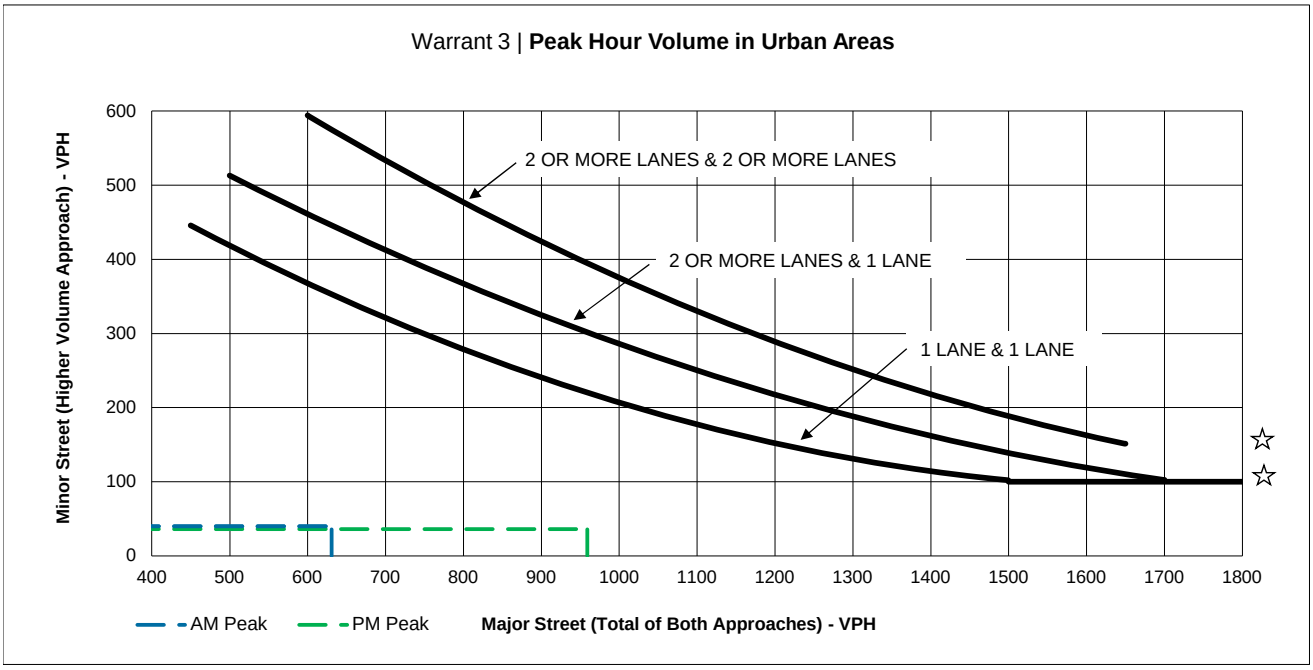
Fig 4C-4 (70% Option)

Near Term Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Exist Retail Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	631	959	
Minor St. Volume (higher volume approach):	40	36	
Warrant Met?:	**NO**	**NO**	

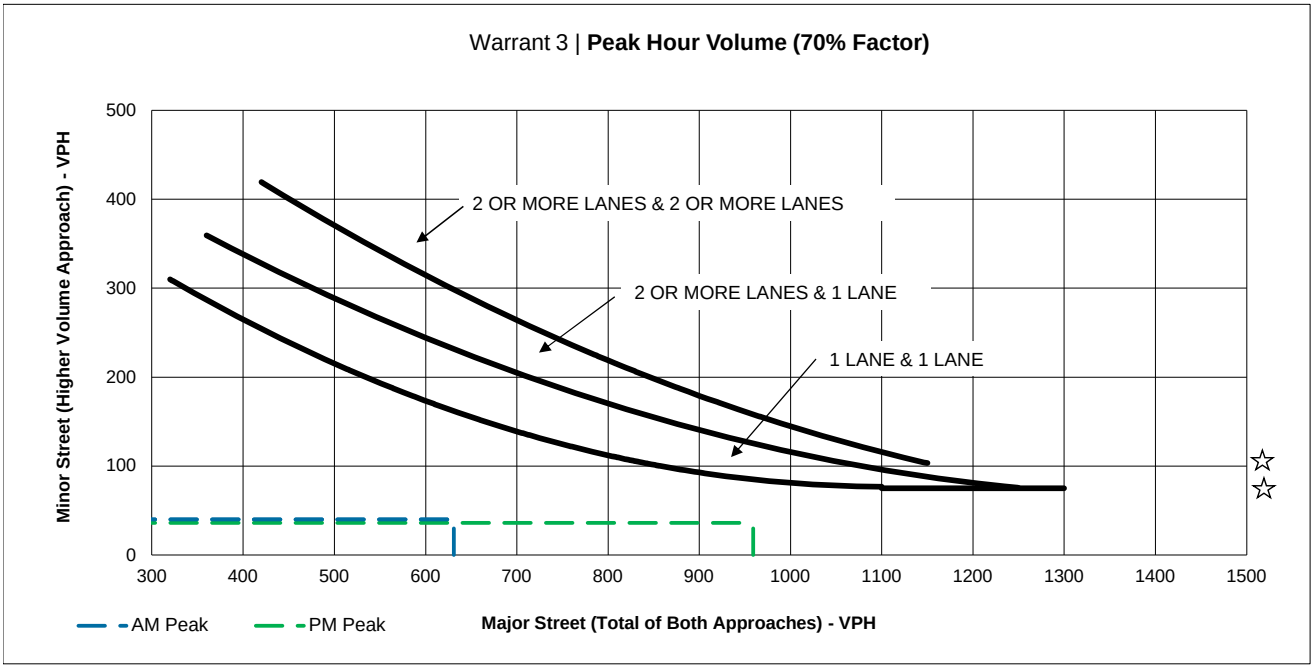
Fig 4C-3 (100% Option)

Near Term Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Exist Retail Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	631	959	
Minor St. Volume (higher volume approach):	40	36	
Warrant Met?:	**NO**	**NO**	

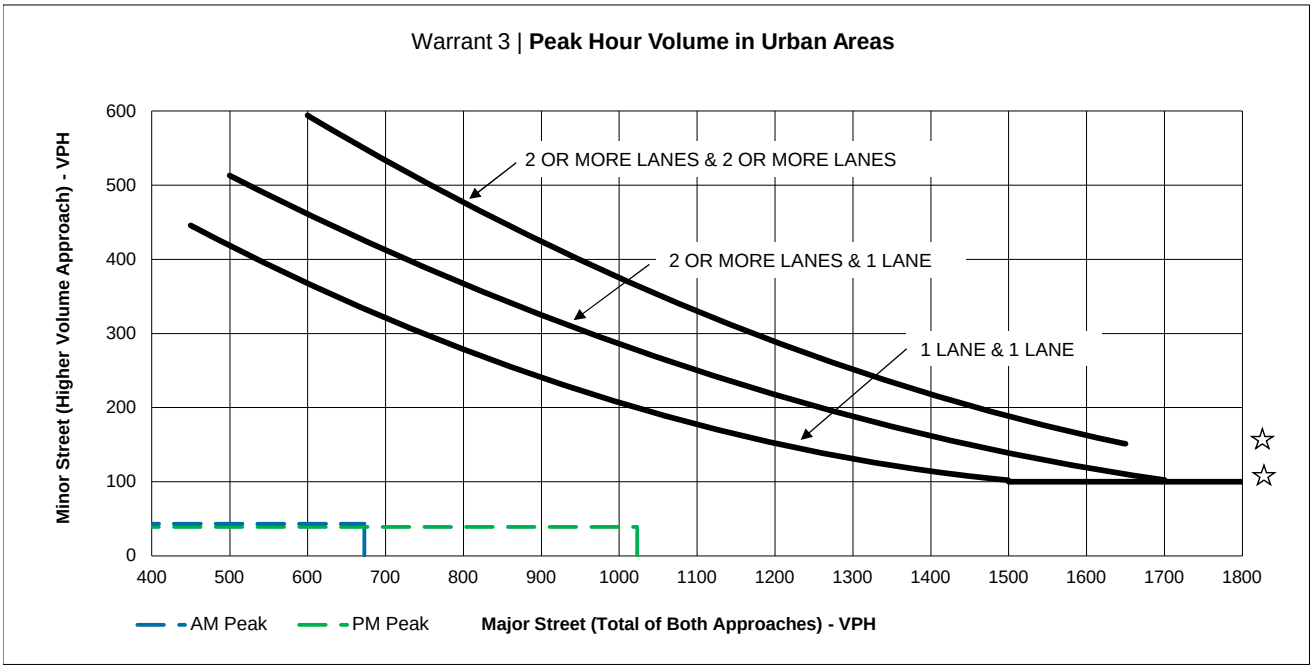
Fig 4C-4 (70% Option)

Cumulative Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Exist Retail Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	673	1,023	
Minor St. Volume (higher volume approach):	43	39	
Warrant Met?:	**NO**	**NO**	

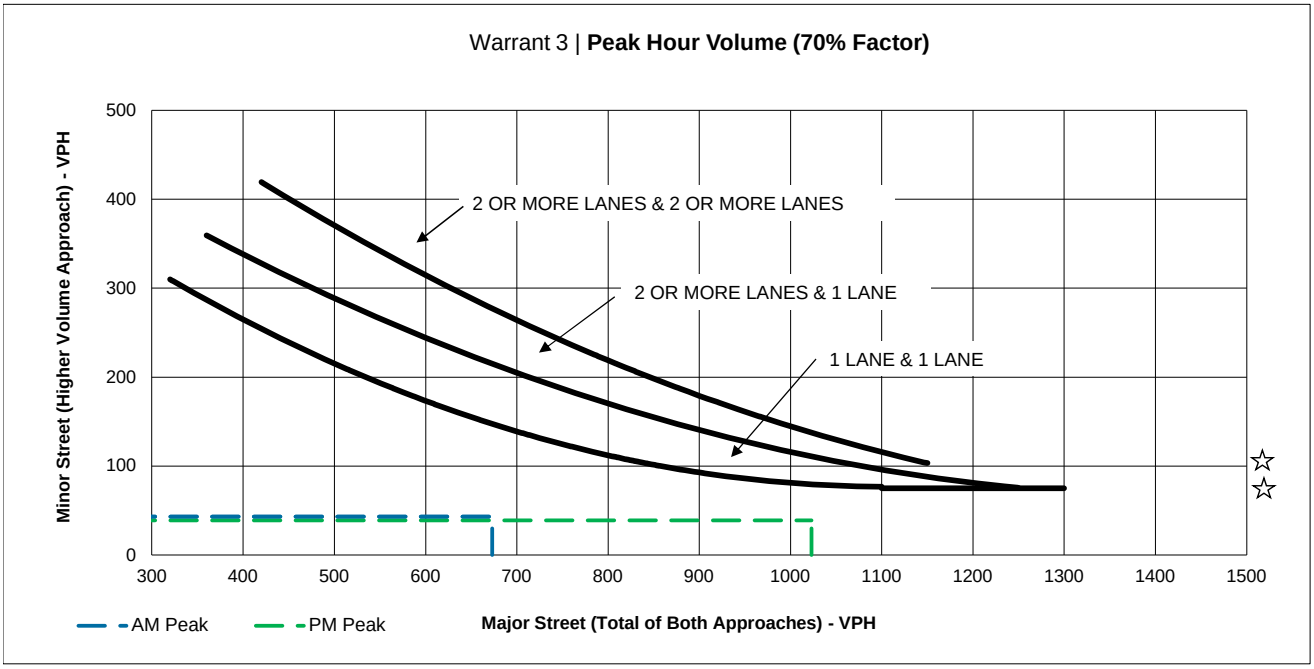
Fig 4C-3 (100% Option)

Cumulative Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Exist Retail Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	673	1,023	
Minor St. Volume (higher volume approach):	43	39	
Warrant Met?:	**NO**	**NO**	

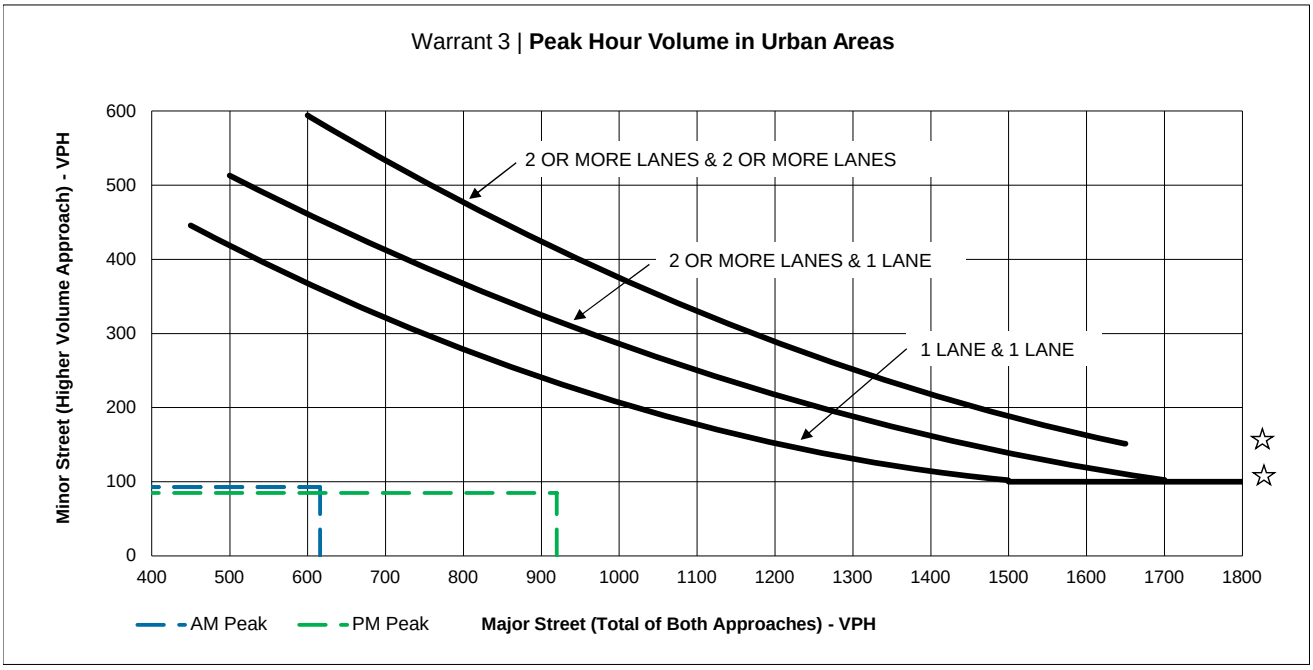
Fig 4C-4 (70% Option)

Existing Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Project Driveway	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	616	920	
Minor St. Volume (higher volume approach):	93	85	
Warrant Met?:	**NO**	**NO**	

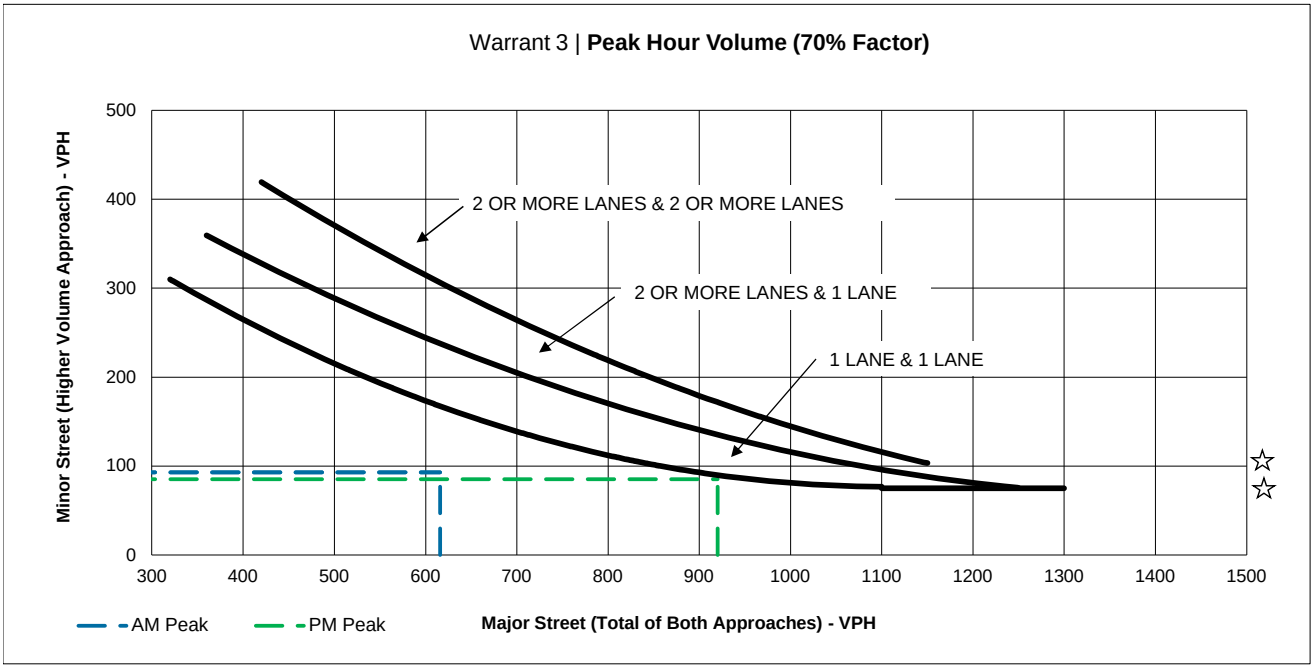
Fig 4C-3 (100% Option)

Existing Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Project Driveway	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	616	920	
Minor St. Volume (higher volume approach):	93	85	
Warrant Met?:	**NO**	**NO**	

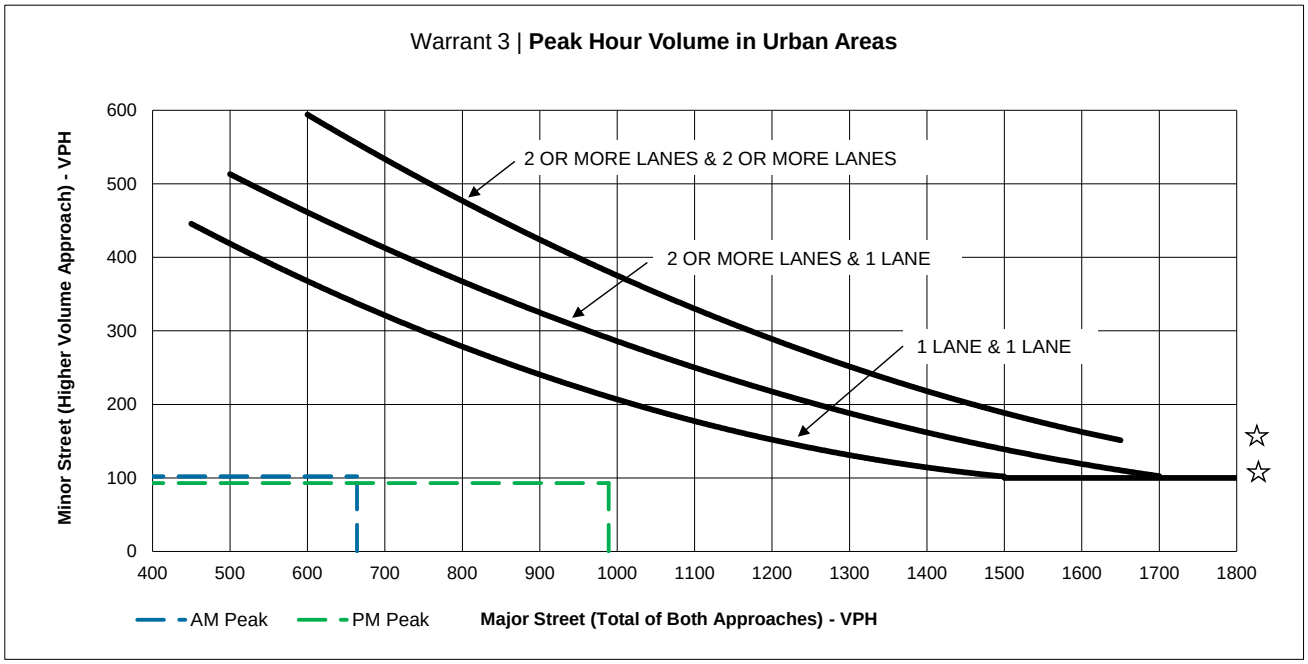
Fig 4C-4 (70% Option)

Near Term Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Project Driveway	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	664	989	
Minor St. Volume (higher volume approach):	102	93	
Warrant Met?:	**NO**	**NO**	

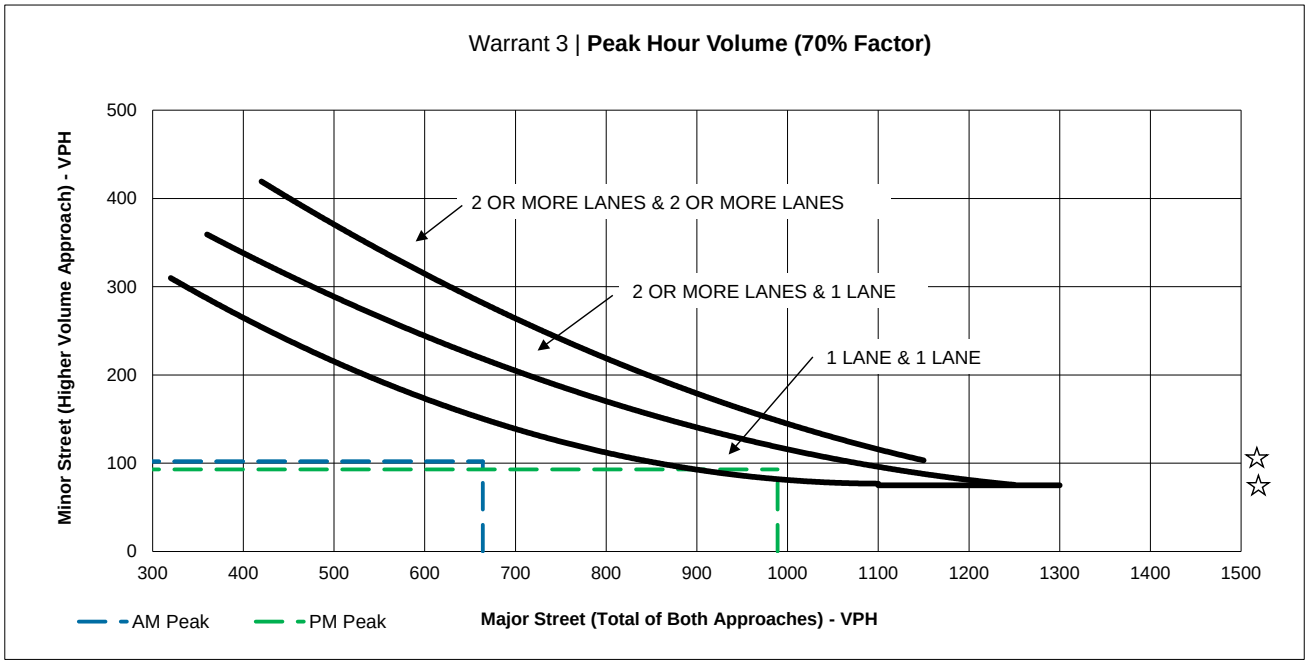
Fig 4C-3 (100% Option)

Near Term Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Project Driveway	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	664	989	
Minor St. Volume (higher volume approach):	102	93	
Warrant Met?:	**NO**	**NO**	

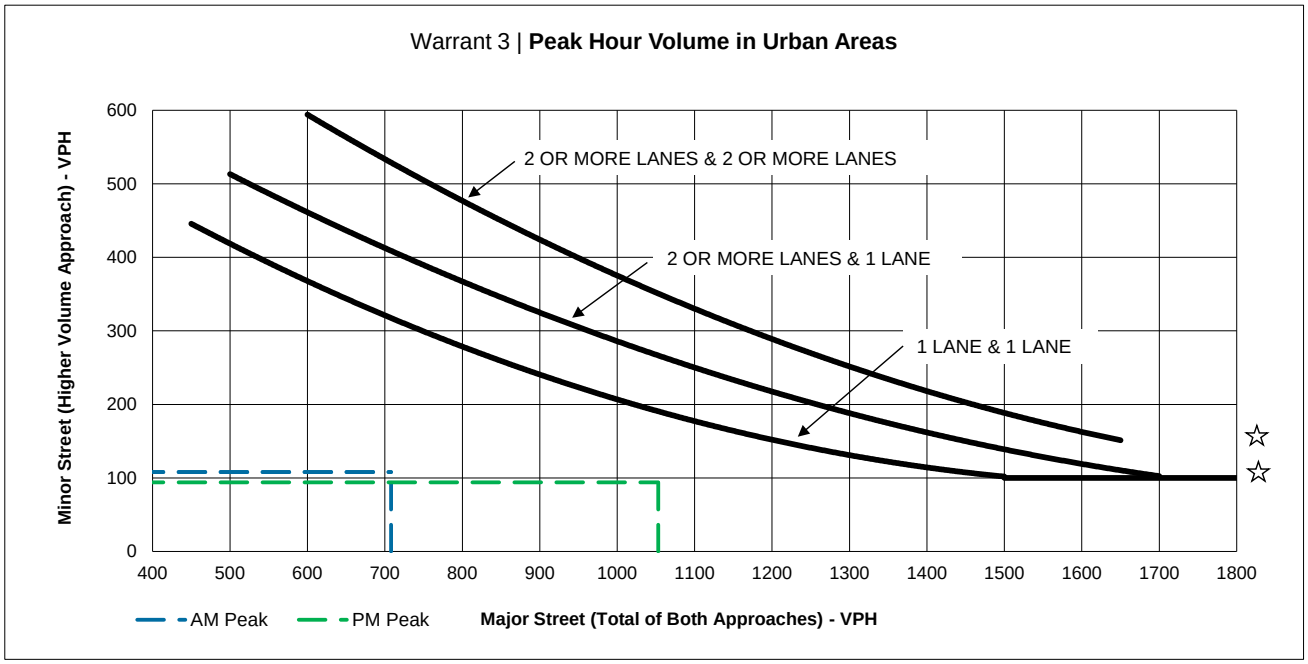
Fig 4C-4 (70% Option)

Cumulative Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Project Driveway	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	708	1,053	
Minor St. Volume (higher volume approach):	108	94	
Warrant Met?:	**No**	**No**	

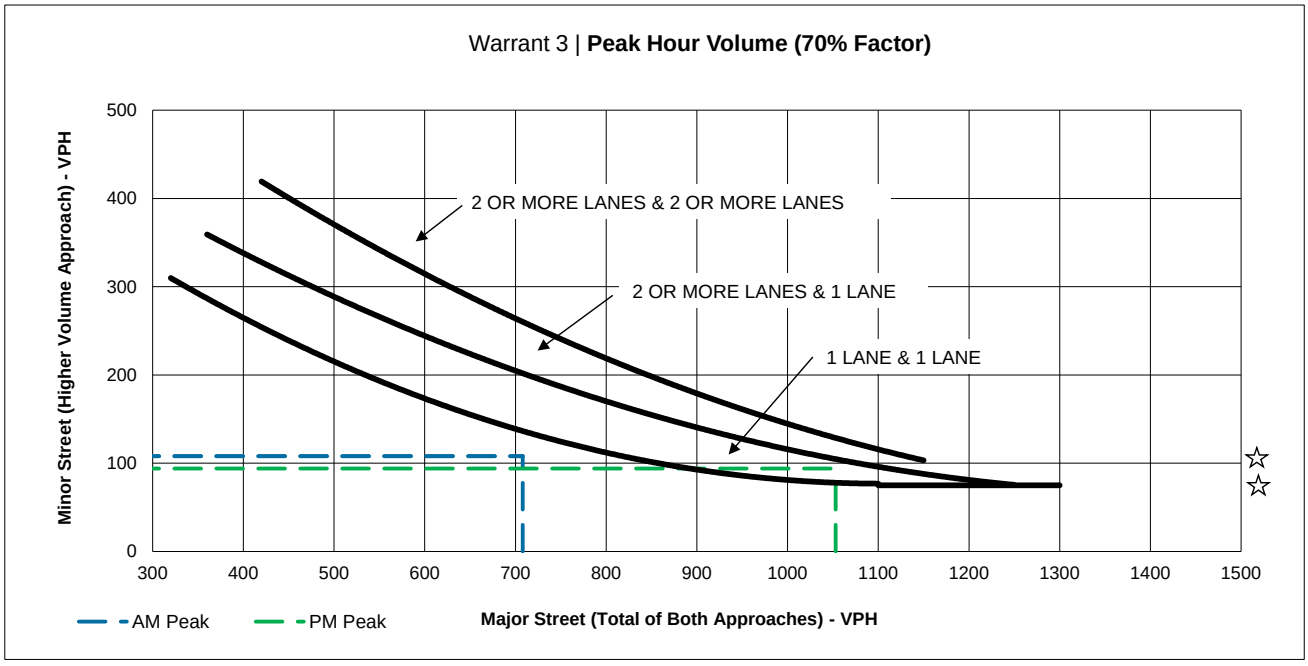
Fig 4C-3 (100% Option)

Cumulative Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	Project Driveway	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	708	1,053	
Minor St. Volume (higher volume approach):	108	94	
Warrant Met?:	**Yes**	**Yes**	

Fig 4C-4 (70% Option)

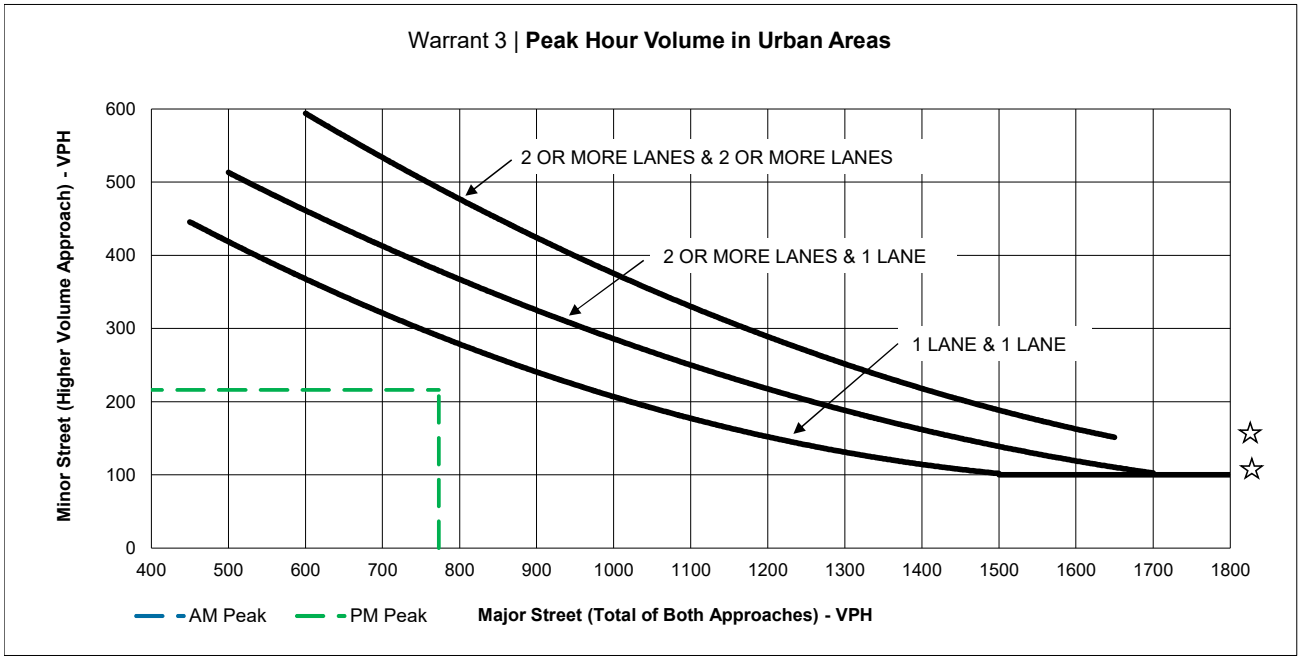
Intersection #3: Highway 49 & Highway 193

Existing Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	391	773	
Minor St. Volume (higher volume approach):	346	216	
Warrant Met?:	**No**	**No**	

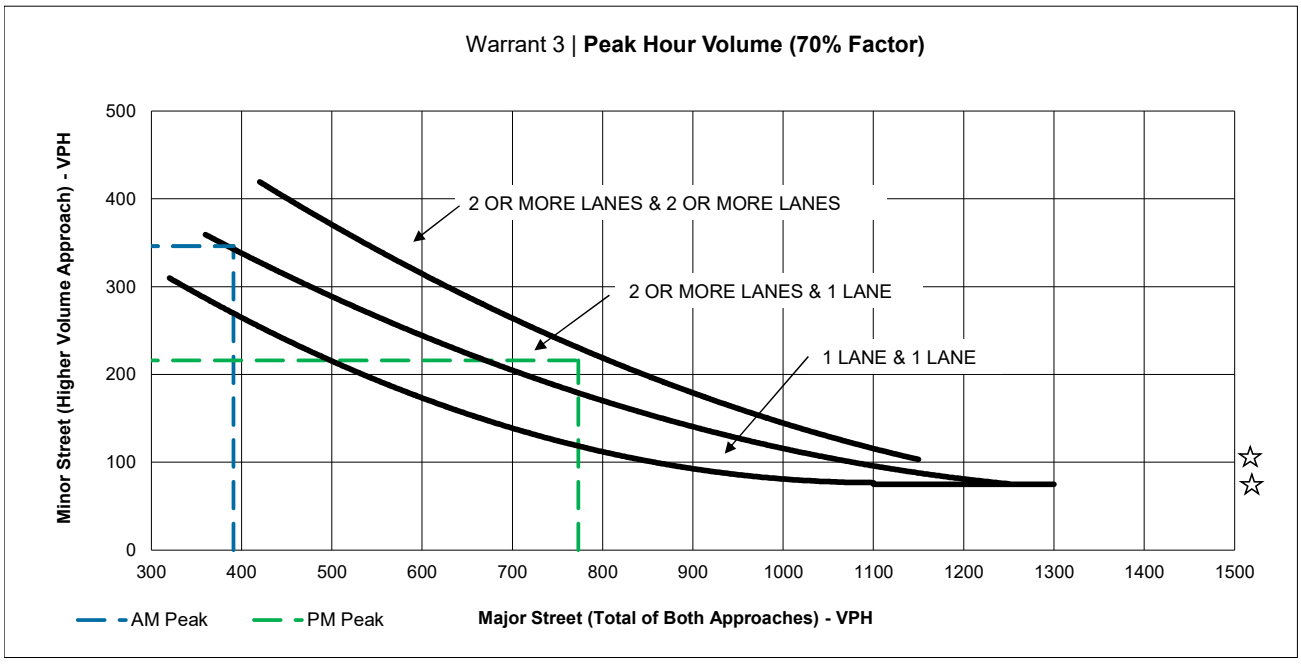
Fig 4C-3 (100% Option)

Existing Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	391	773	
Minor St. Volume (higher volume approach):	346	216	
Warrant Met?:	**Yes**	**Yes**	

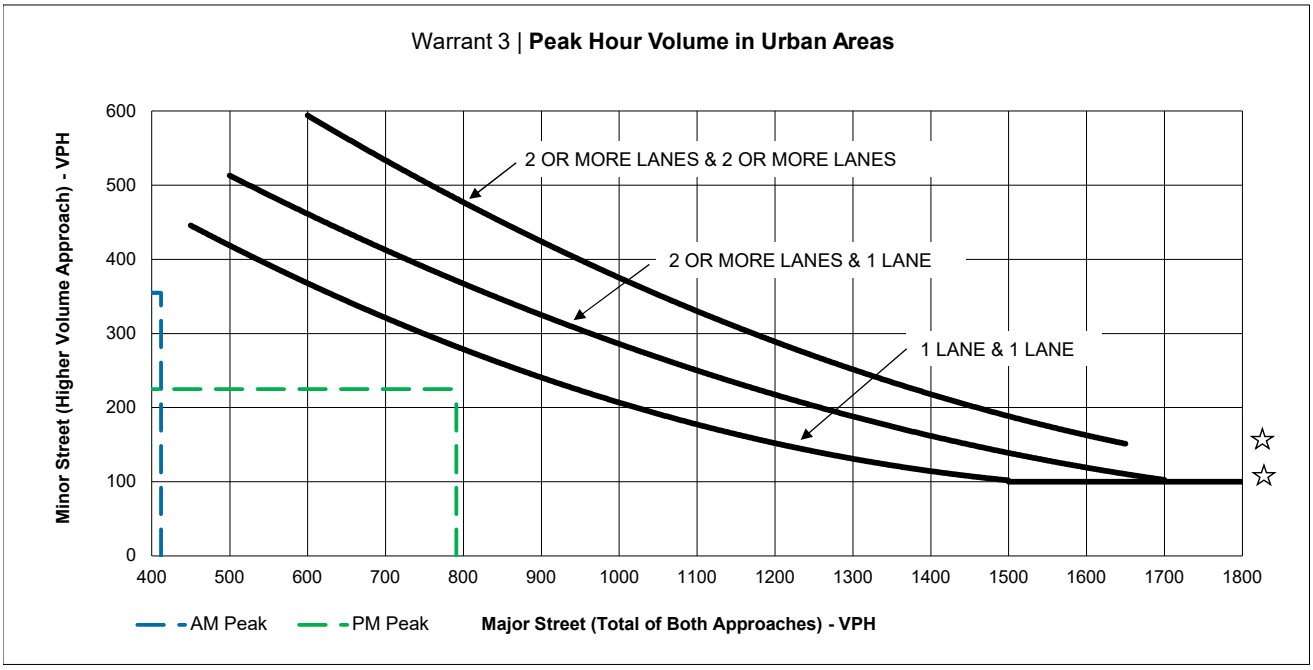
Fig 4C-4 (70% Option)

Existing Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	412	791	
Minor St. Volume (higher volume approach):	355	225	
Warrant Met?:	**No**	**No**	

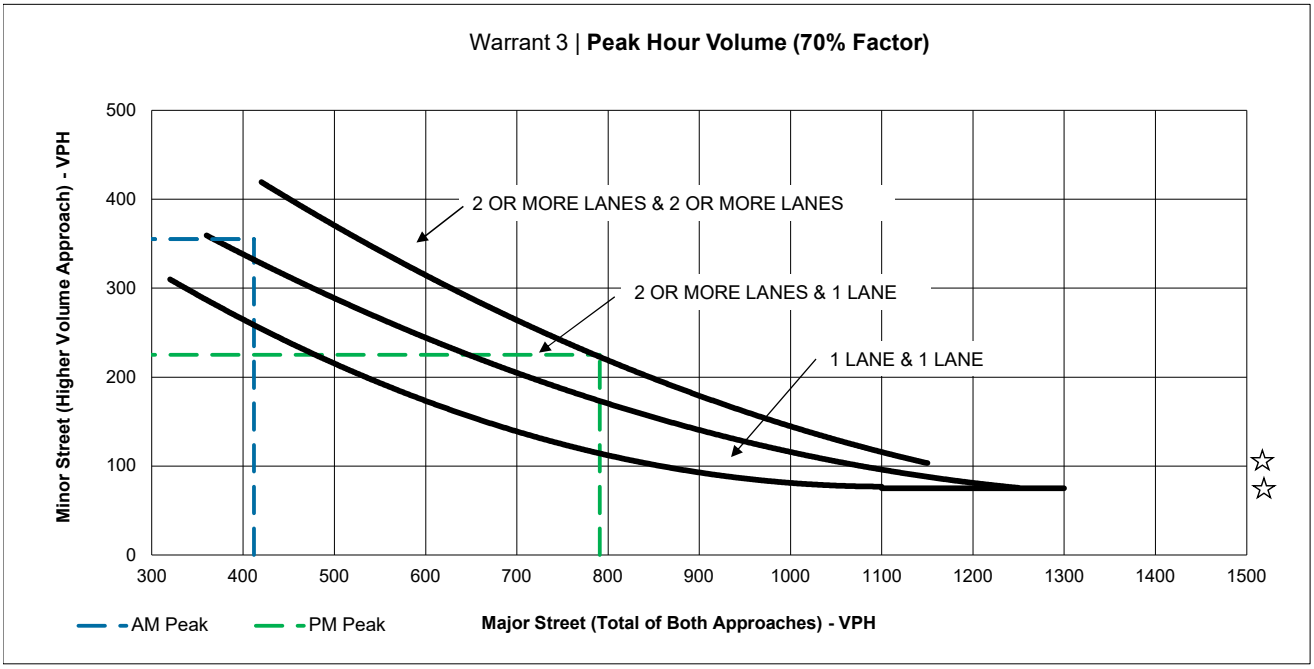
Fig 4C-3 (100% Option)

Existing Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	412	791	
Minor St. Volume (higher volume approach):	355	225	
Warrant Met?:	**Yes**	**Yes**	

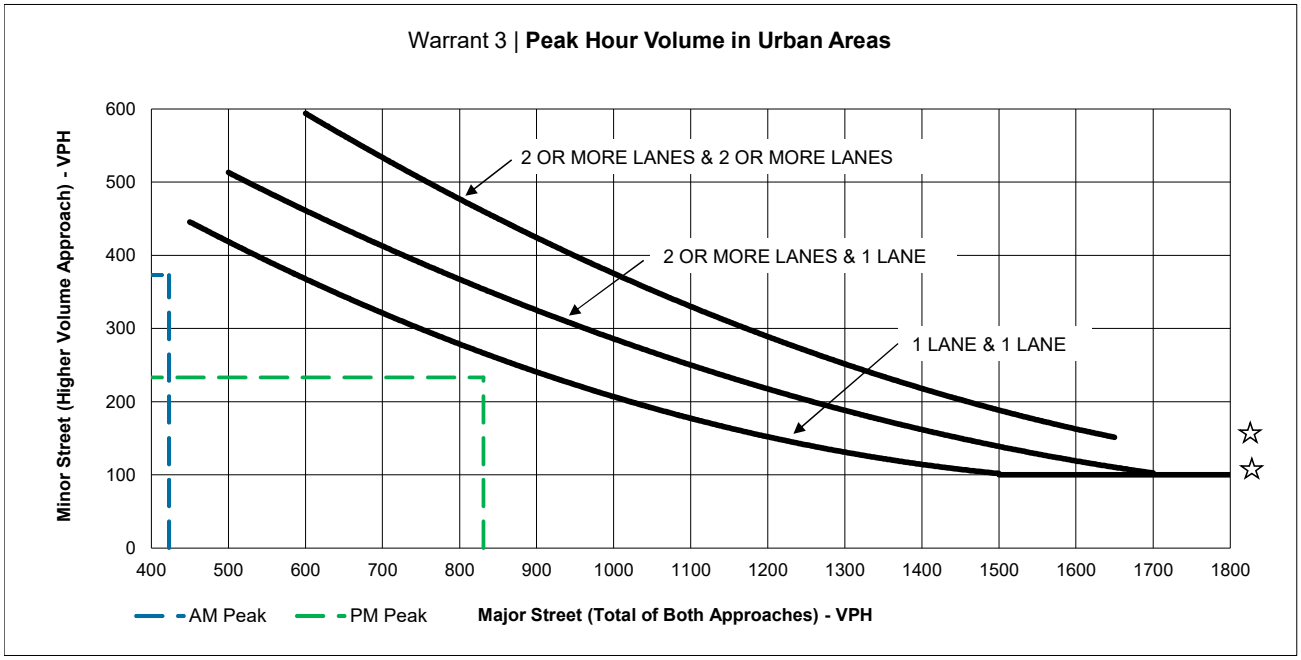
Fig 4C-4 (70% Option)

Near Term Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	423	831	
Minor St. Volume (higher volume approach):	373	233	
Warrant Met?:	**No**	**No**	

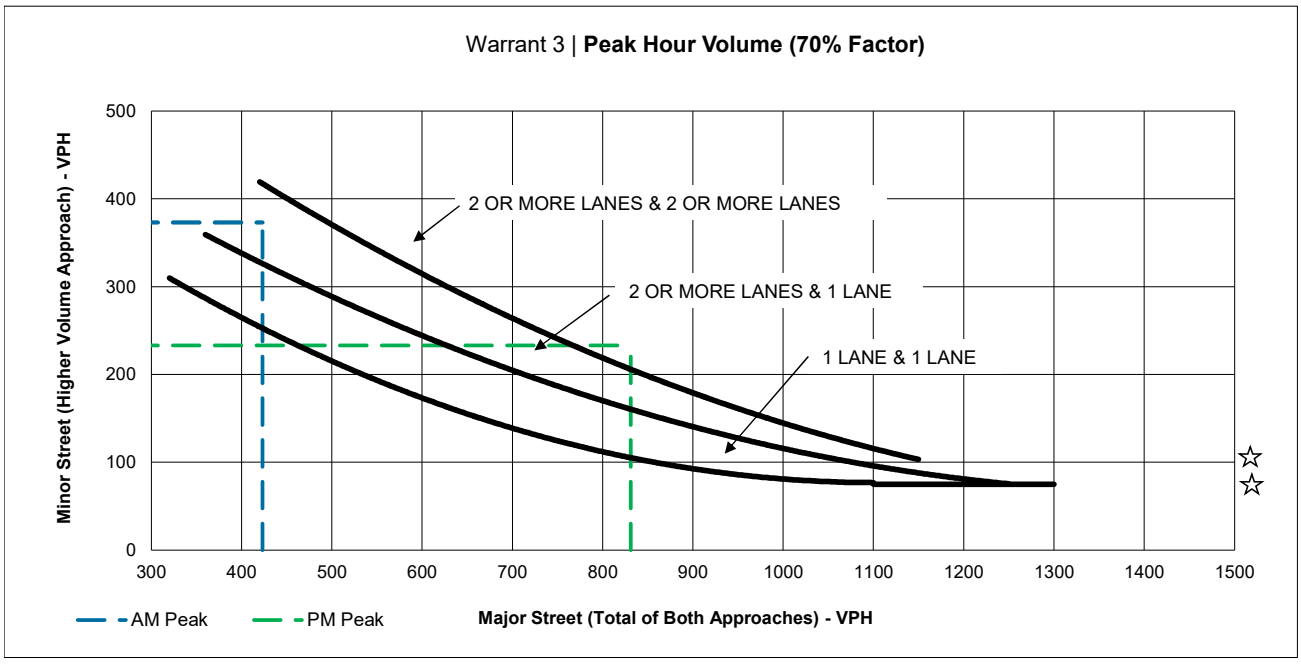
Fig 4C-3 (100% Option)

Near Term Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	423	831	
Minor St. Volume (higher volume approach):	373	233	
Warrant Met?:	**Yes**	**Yes**	

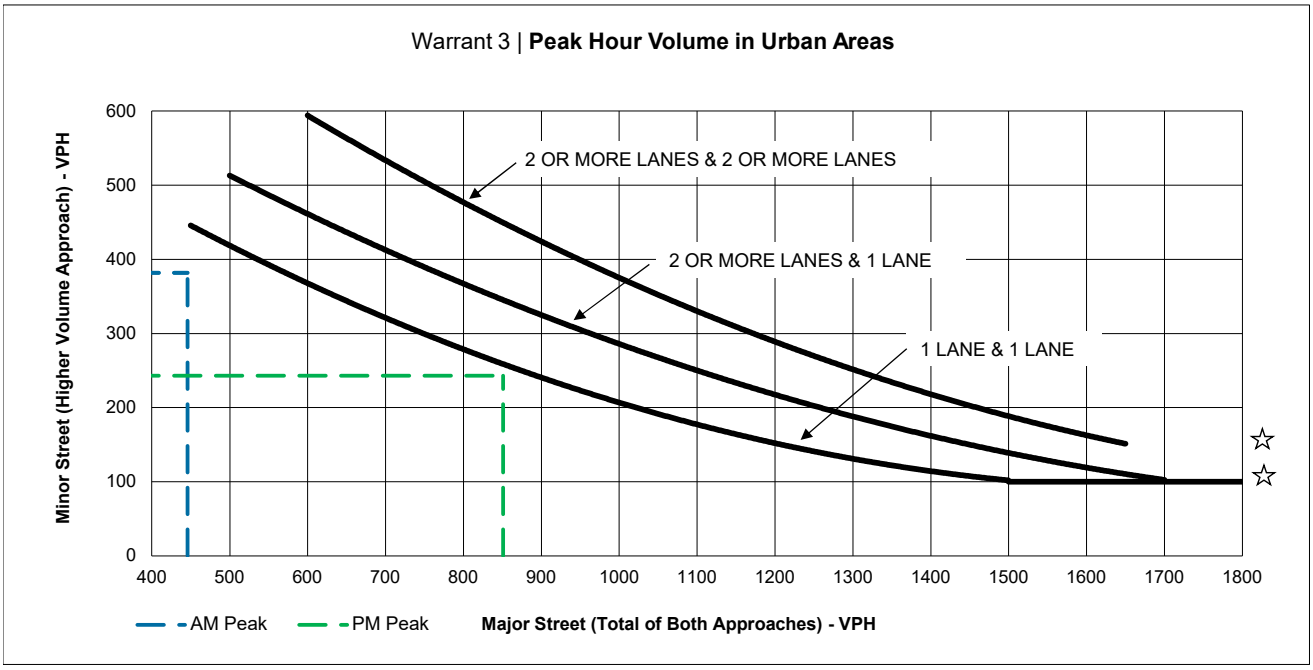
Fig 4C-4 (70% Option)

Near Term Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	446	851	
Minor St. Volume (higher volume approach):	382	243	
Warrant Met?:	**No**	**No**	

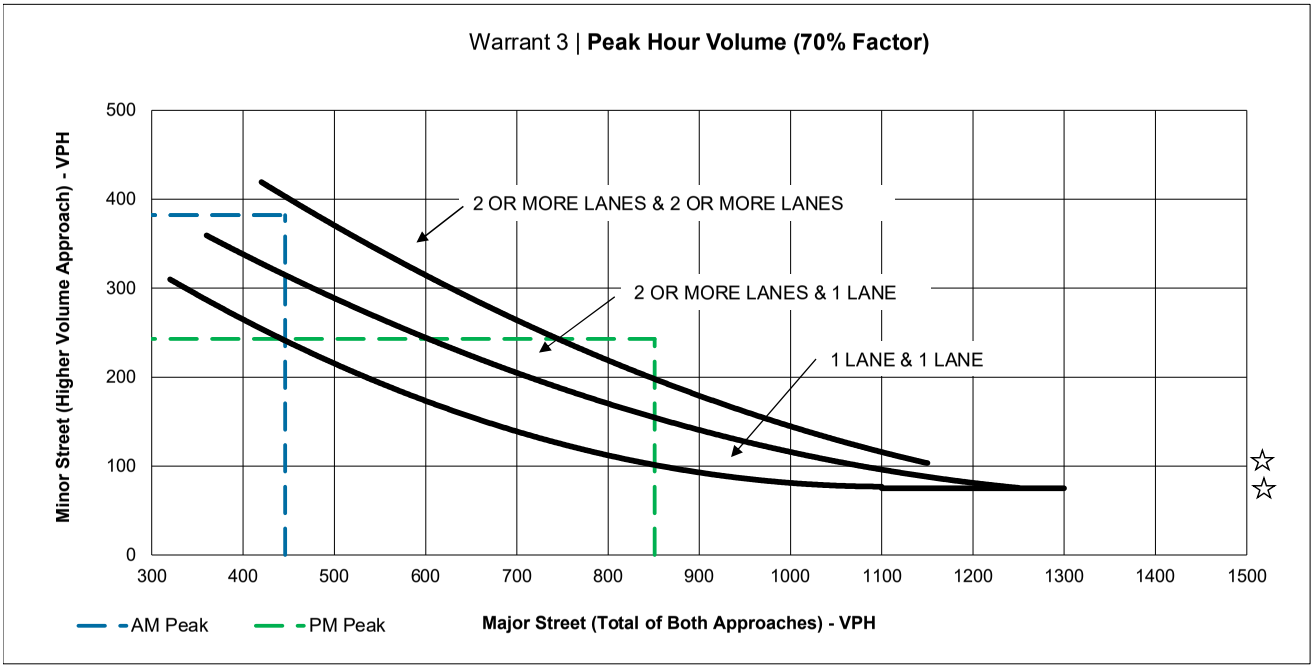
Fig 4C-3 (100% Option)

Near Term Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	446	851	
Minor St. Volume (higher volume approach):	382	243	
Warrant Met?:	**Yes**	**Yes**	

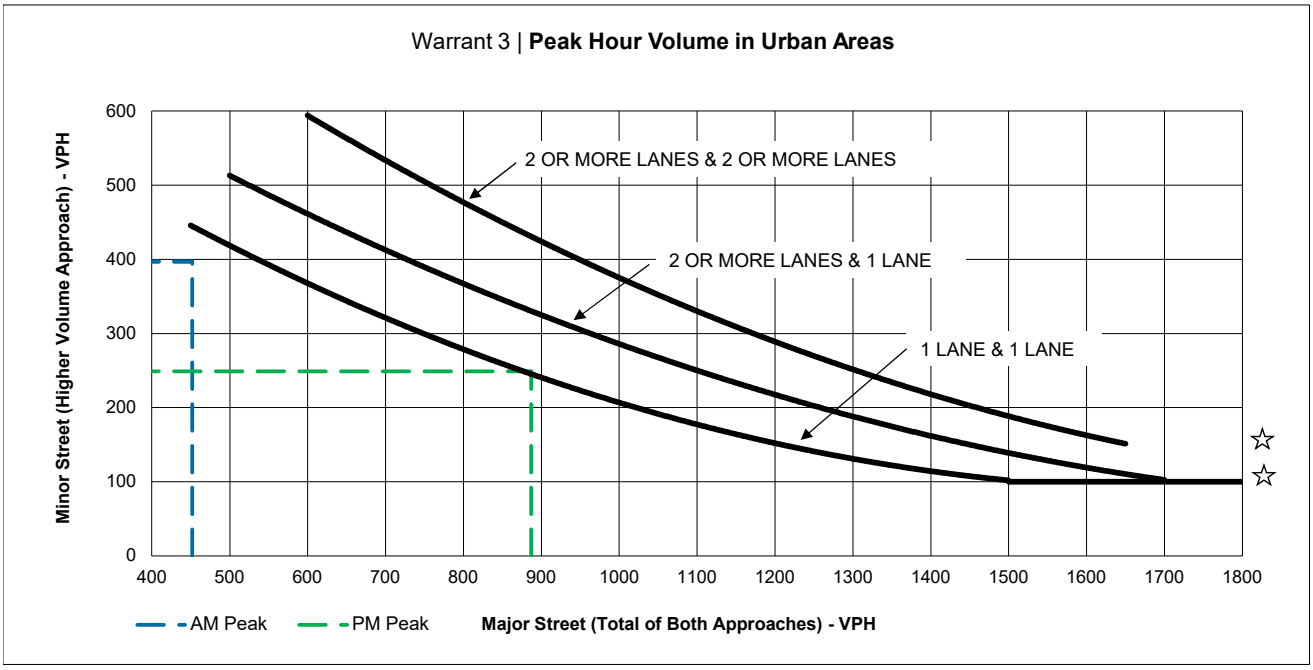
Fig 4C-4 (70% Option)

Cumulative Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	452	887	
Minor St. Volume (higher volume approach):	397	249	
Warrant Met?:	**No**	**No**	

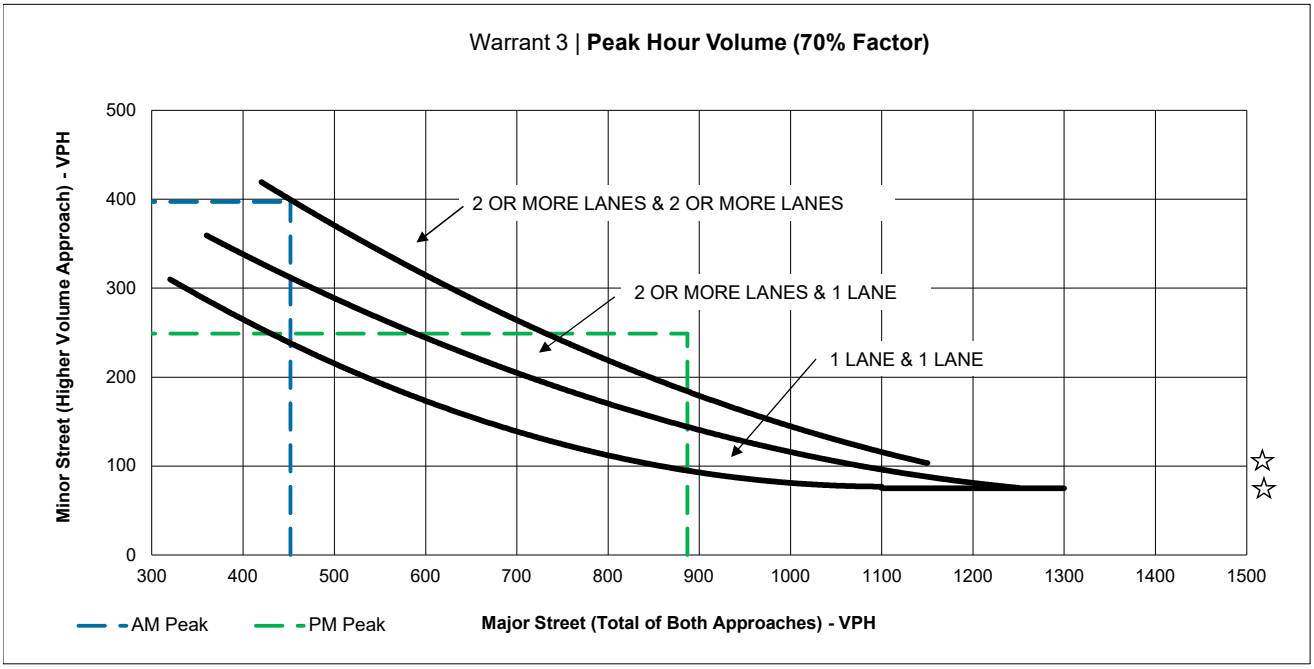
Fig 4C-3 (100% Option)

Cumulative Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	452	887	
Minor St. Volume (higher volume approach):	397	249	
Warrant Met?:	**Yes**	**Yes**	

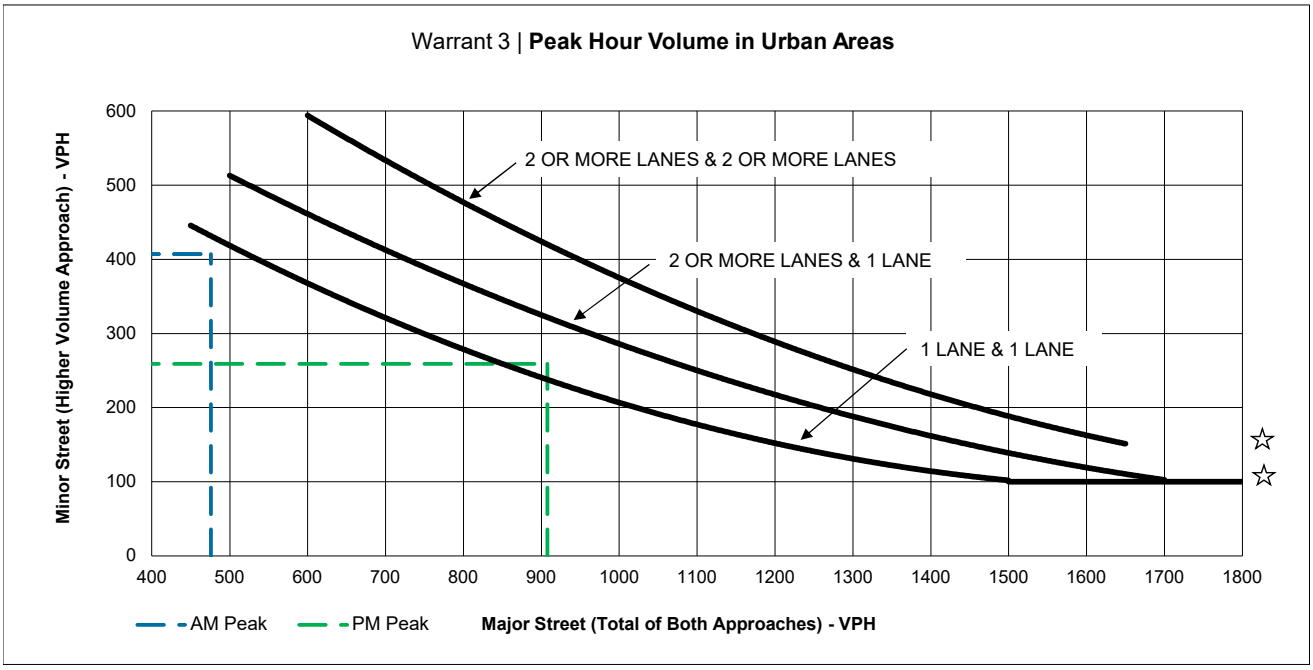
Fig 4C-4 (70% Option)

Cumulative Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	476	908	
Minor St. Volume (higher volume approach):	407	259	
Warrant Met?:	**No**	**No**	

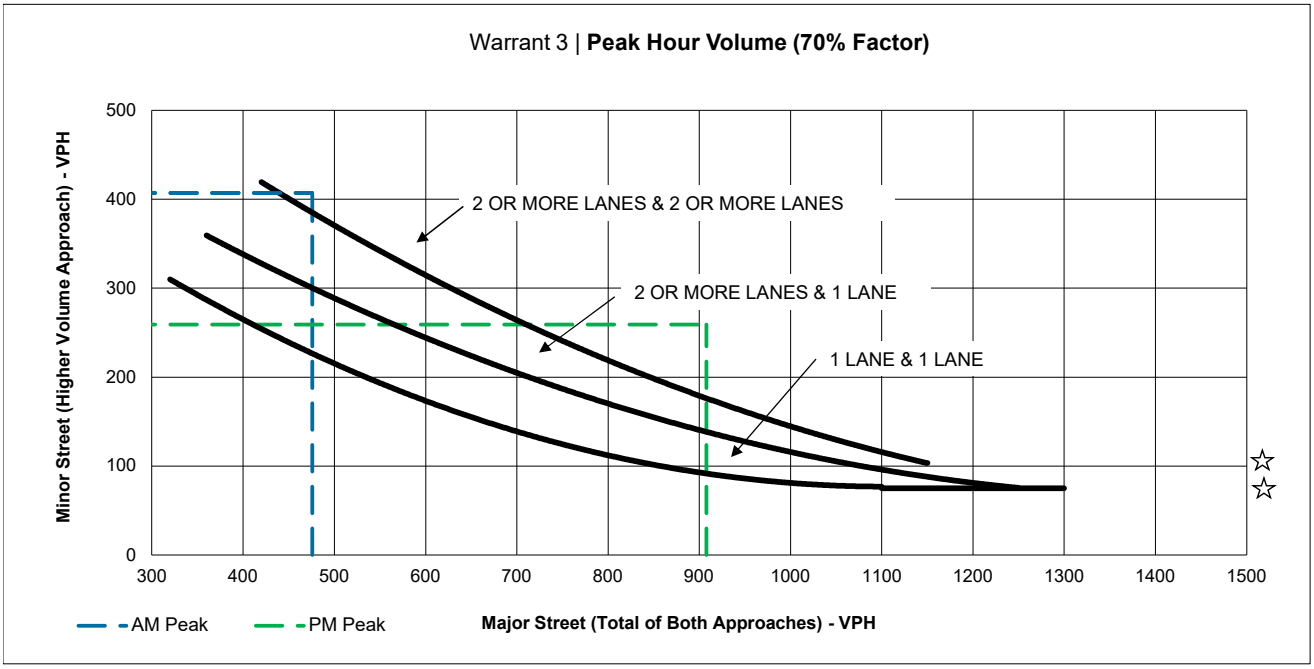
Fig 4C-3 (100% Option)

Cumulative Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 49	2	
Minor Approach	SR 193	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	476	908	
Minor St. Volume (higher volume approach):	407	259	
Warrant Met?:	**Yes**	**Yes**	

Fig 4C-4 (70% Option)

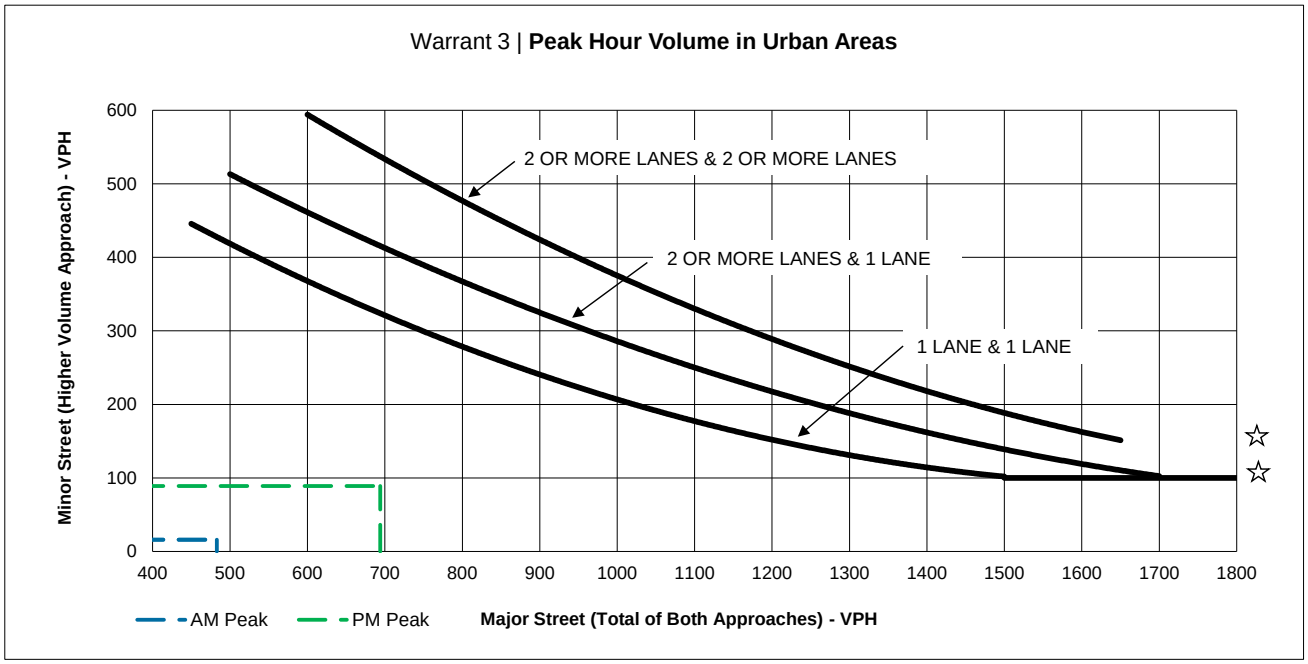
Intersection #4: Highway 193 & Ellinghouse Drive-Project Driveway

Existing Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	483	694	
Minor St. Volume (higher volume approach):	16	89	
Warrant Met?:	**No**	**No**	

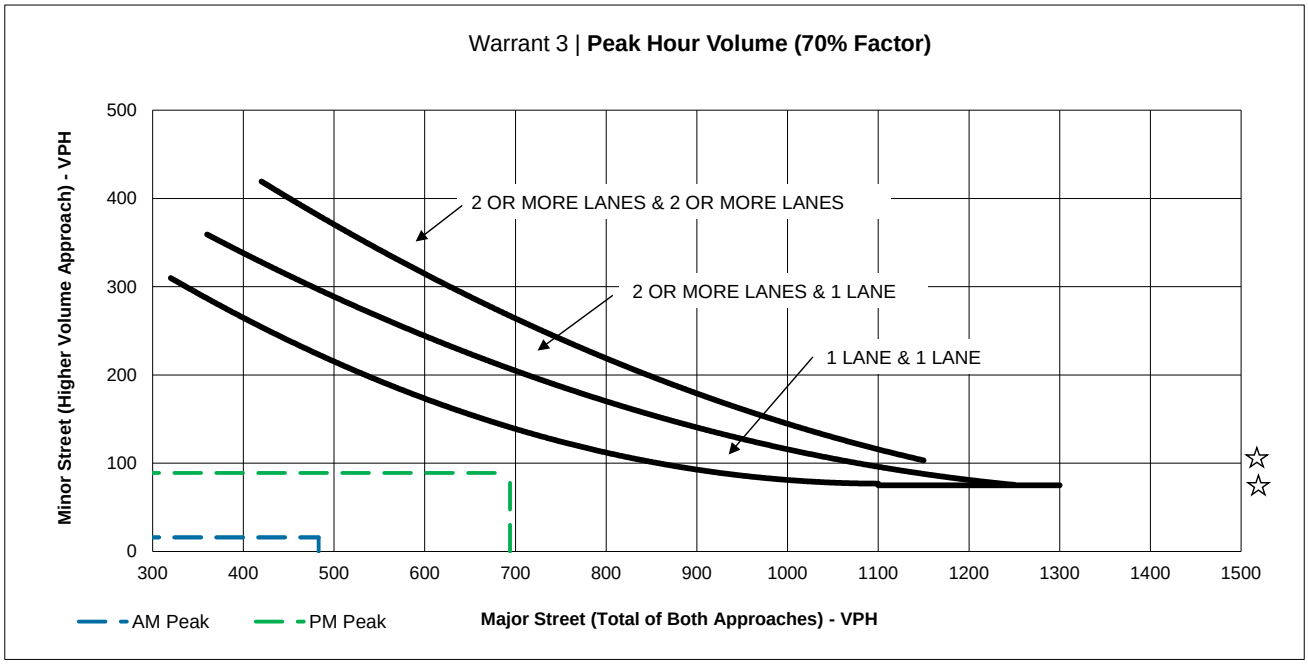
Fig 4C-3 (100% Option)

Existing Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	483	694	
Minor St. Volume (higher volume approach):	16	89	
Warrant Met?:	**NO**	**NO**	

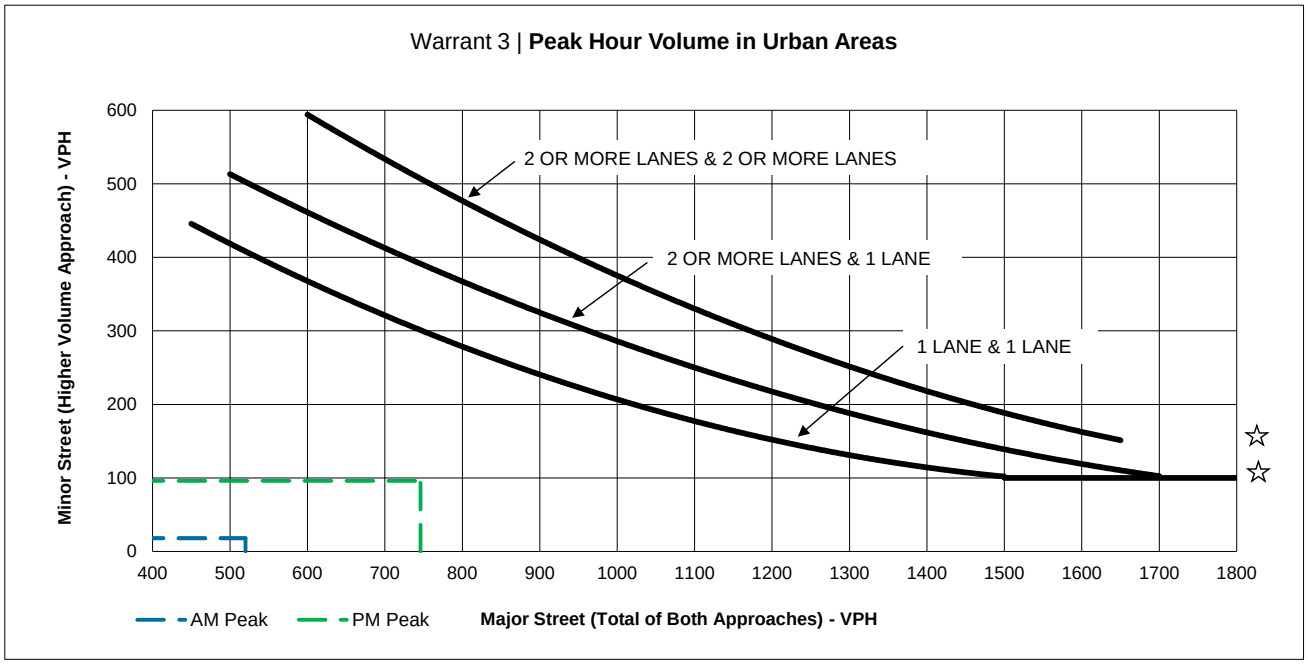
Fig 4C-4 (70% Option)

Near Term Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	520	746	
Minor St. Volume (higher volume approach):	18	96	
Warrant Met?:	**NO**	**NO**	

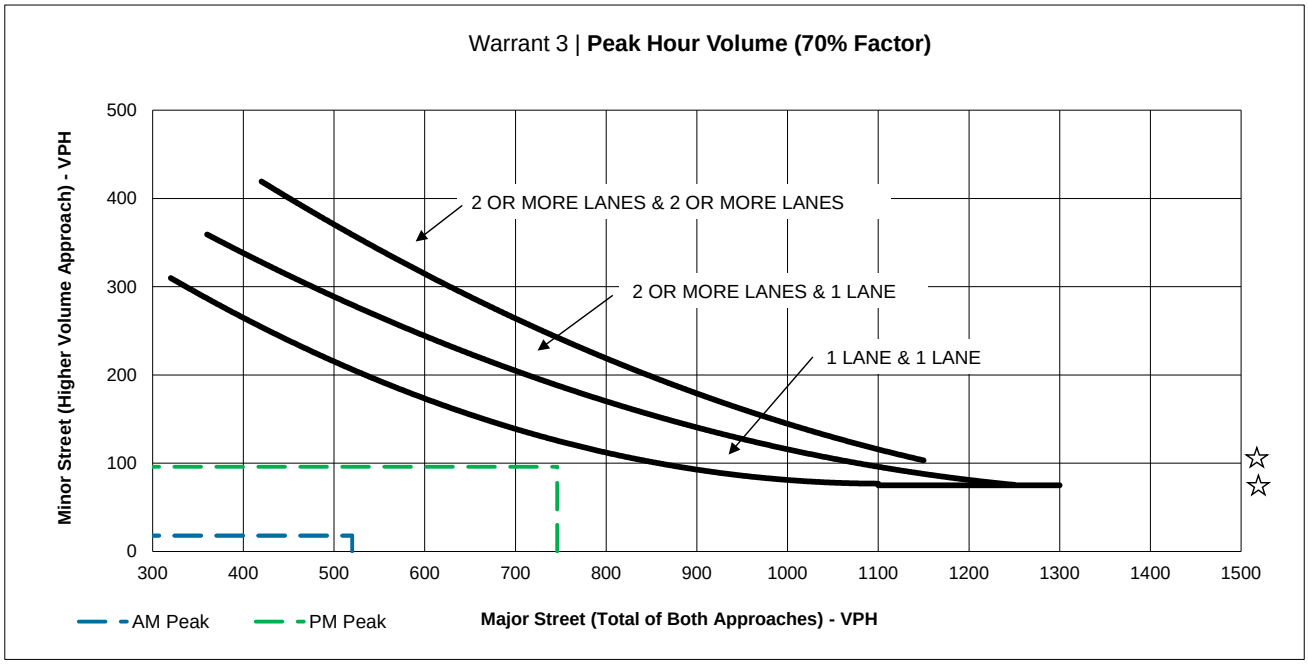
Fig 4C-3 (100% Option)

Near Term Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	520	746	
Minor St. Volume (higher volume approach):	18	96	
Warrant Met?:	**NO**	**NO**	

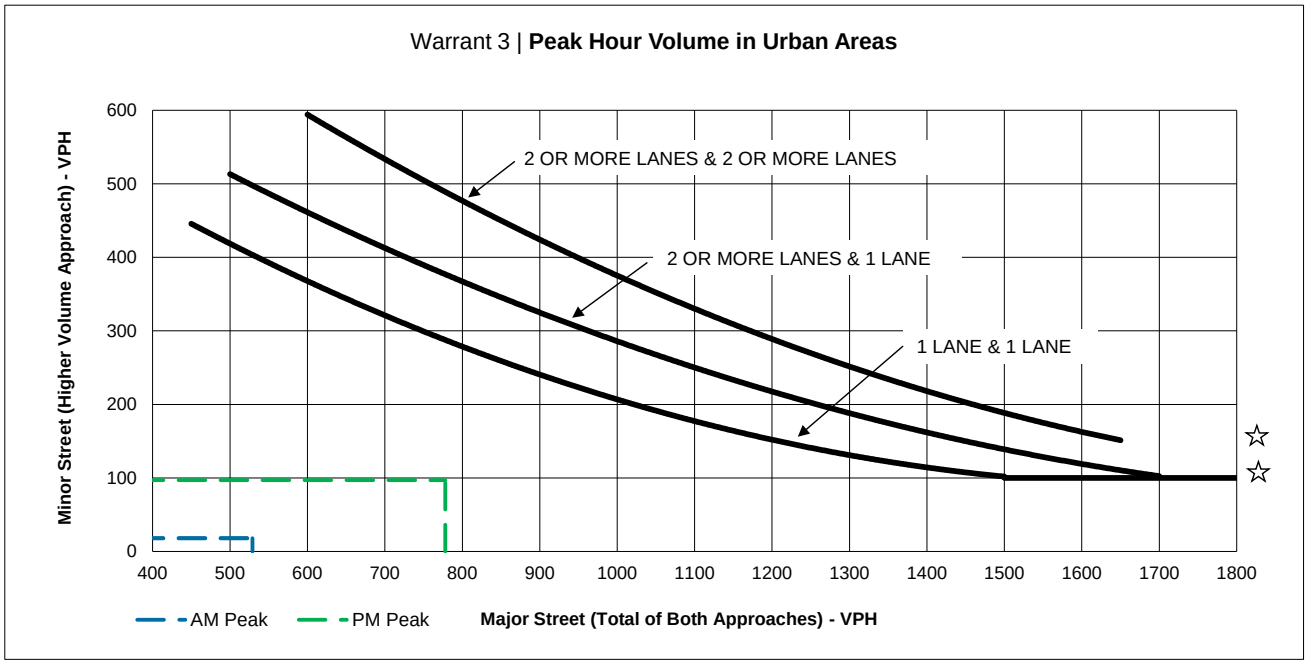
Fig 4C-4 (70% Option)

Cumulative Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	529	778	
Minor St. Volume (higher volume approach):	18	97	
Warrant Met?:	**NO**	**NO**	

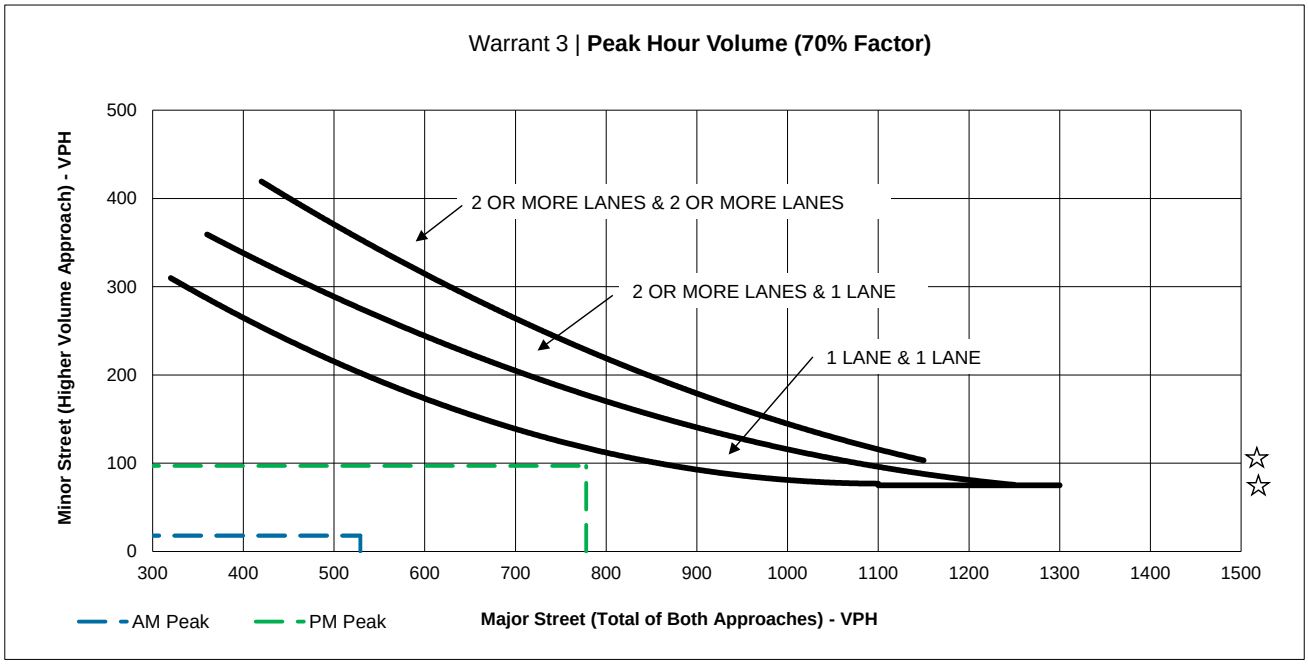
Fig 4C-3 (100% Option)

Cumulative Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse Dr.	1	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	529	778	
Minor St. Volume (higher volume approach):	18	97	
Warrant Met?:	**NO**	**NO**	

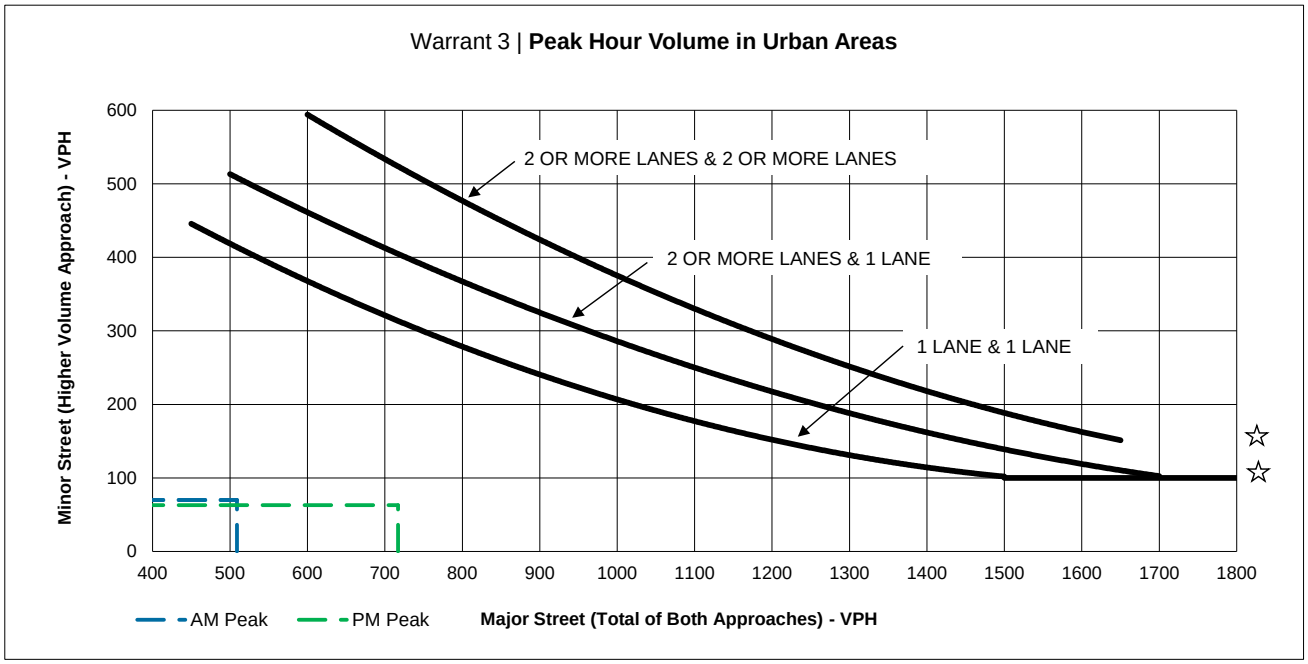
Fig 4C-4 (70% Option)

Existing Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse-Prj. Dr,	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	509	717	
Minor St. Volume (higher volume approach):	70	63	
Warrant Met?:	**NO**	**NO**	

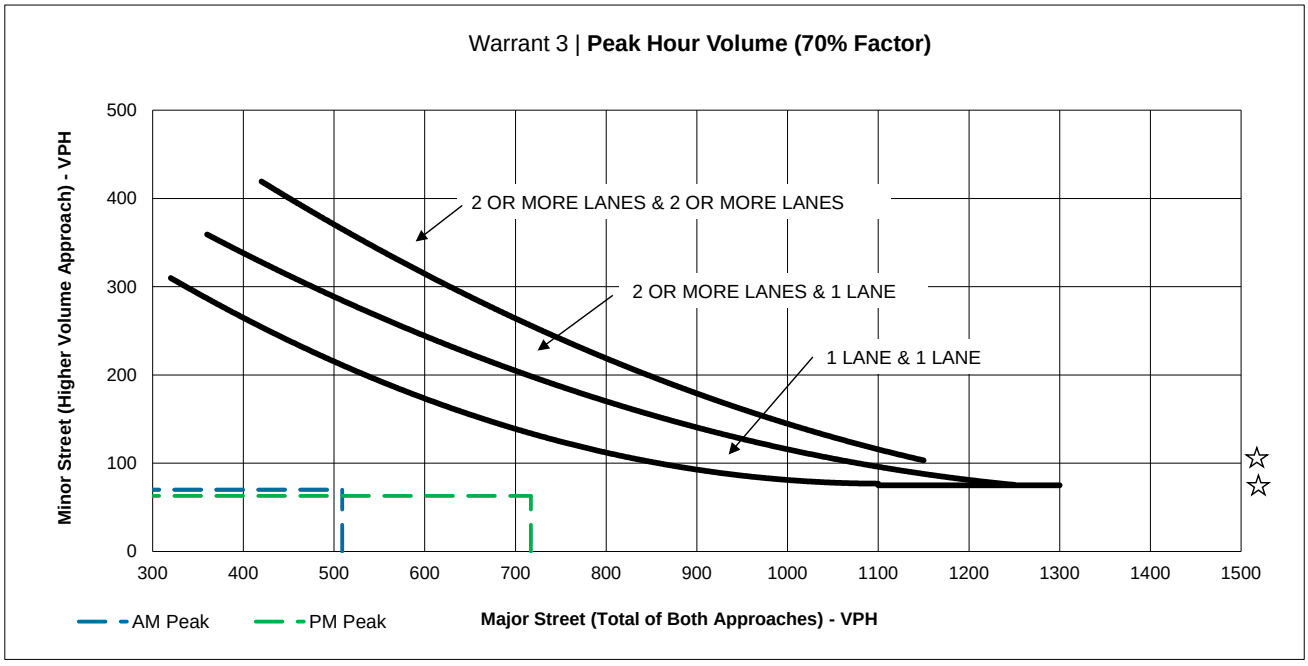
Fig 4C-3 (100% Option)

Existing Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse-Prj. Dr,	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	509	717	
Minor St. Volume (higher volume approach):	70	63	
Warrant Met?:	**NO**	**NO**	

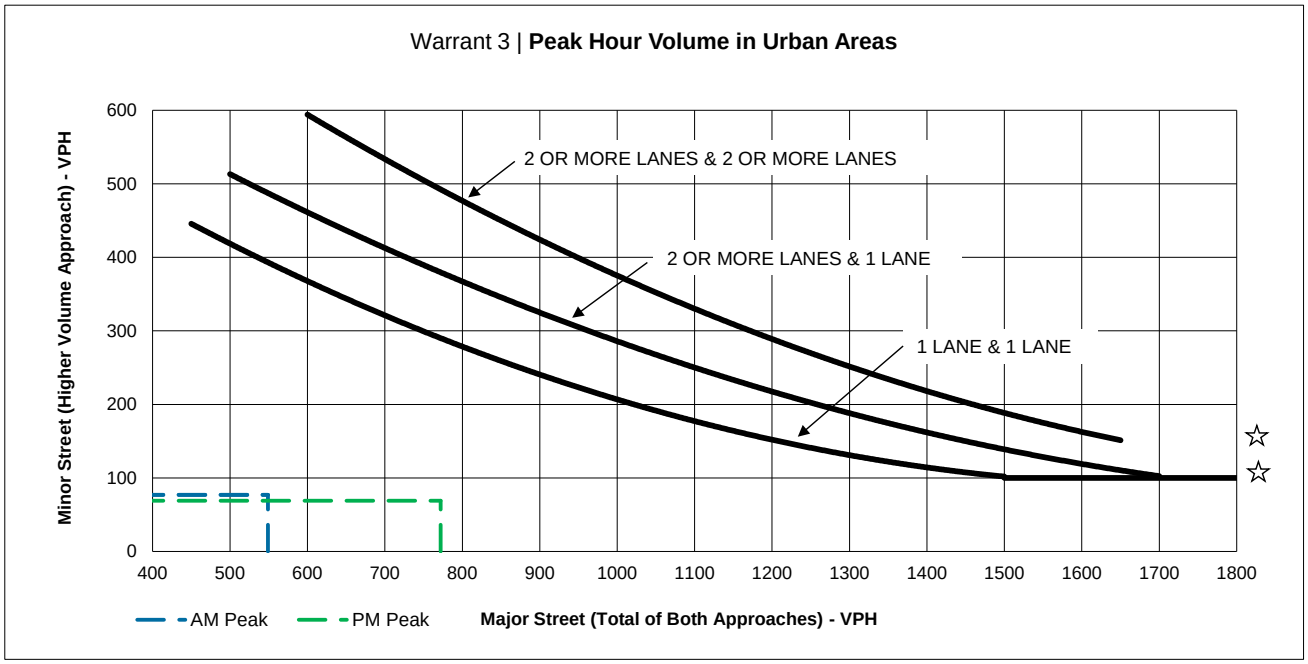
Fig 4C-4 (70% Option)

Near Term Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse-Prj. Dr.	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	549	772	
Minor St. Volume (higher volume approach):	77	69	
Warrant Met?:	**NO**	**NO**	

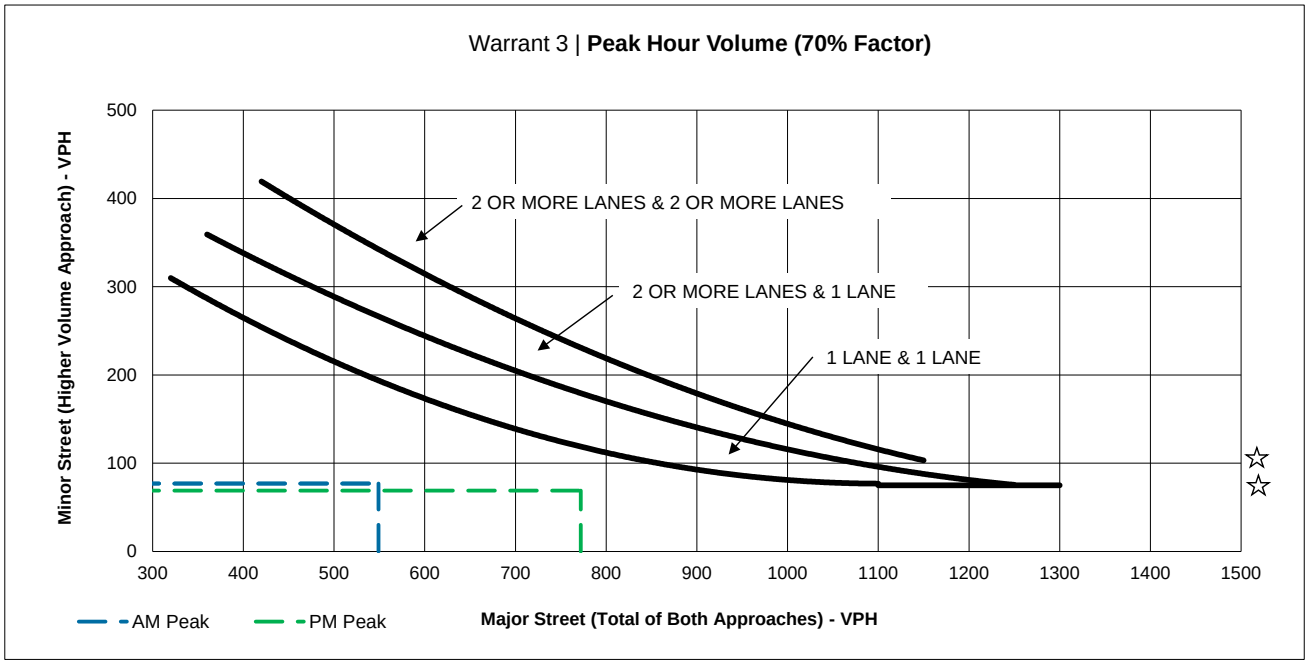
Fig 4C-3 (100% Option)

Near Term Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse-Prj. Dr.	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	549	772	
Minor St. Volume (higher volume approach):	77	69	
Warrant Met?:	**NO**	**NO**	

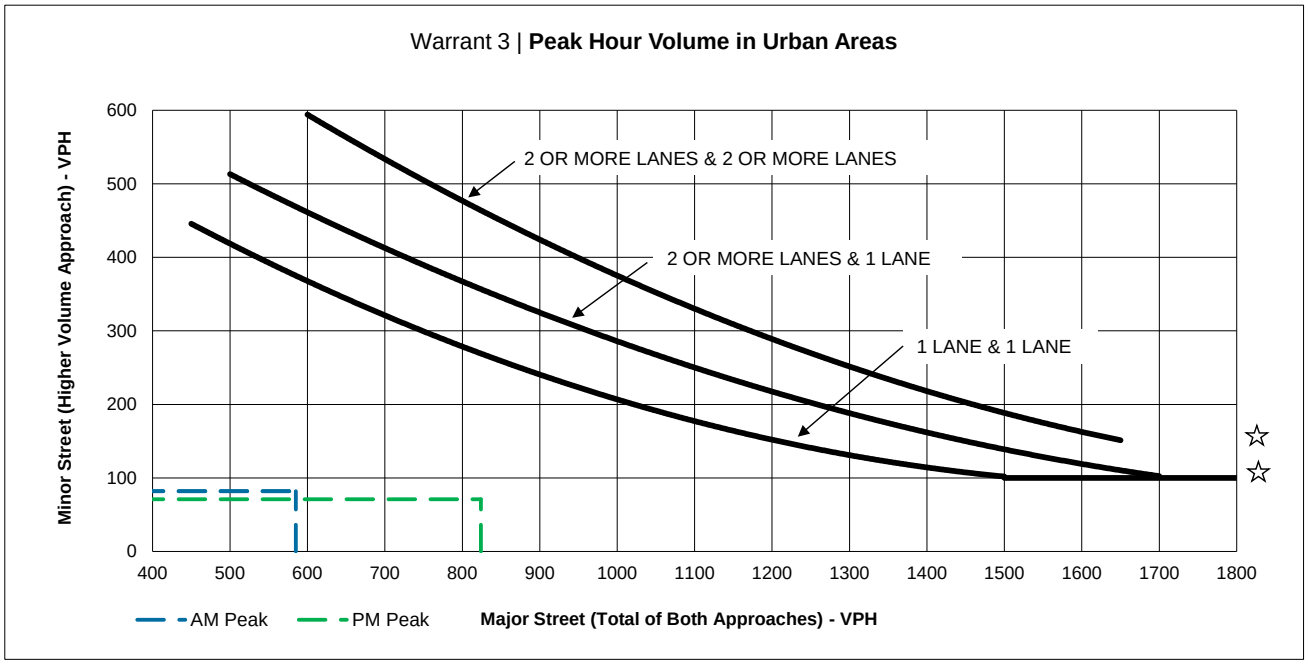
Fig 4C-4 (70% Option)

Cumulative Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
500	420	500	505	500	N/A
600	360	600	460	600	590
700	325	700	420	700	540
800	285	800	360	800	475
900	245	900	325	900	425
1000	200	1000	285	1000	370
1100	175	1100	250	1100	340
1200	150	1200	220	1200	285
1300	130	1300	190	1300	250
1400	120	1400	155	1400	220
1500	100	1500	145	1500	180
1600	100	1600	120	1600	170
1700	100	1700	100	1650	150
1800	100	1800	100	1800	150

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ **NOTE:**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse-Prj. Dr.	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	585	824	
Minor St. Volume (higher volume approach):	82	71	
Warrant Met?:	**NO**	**NO**	

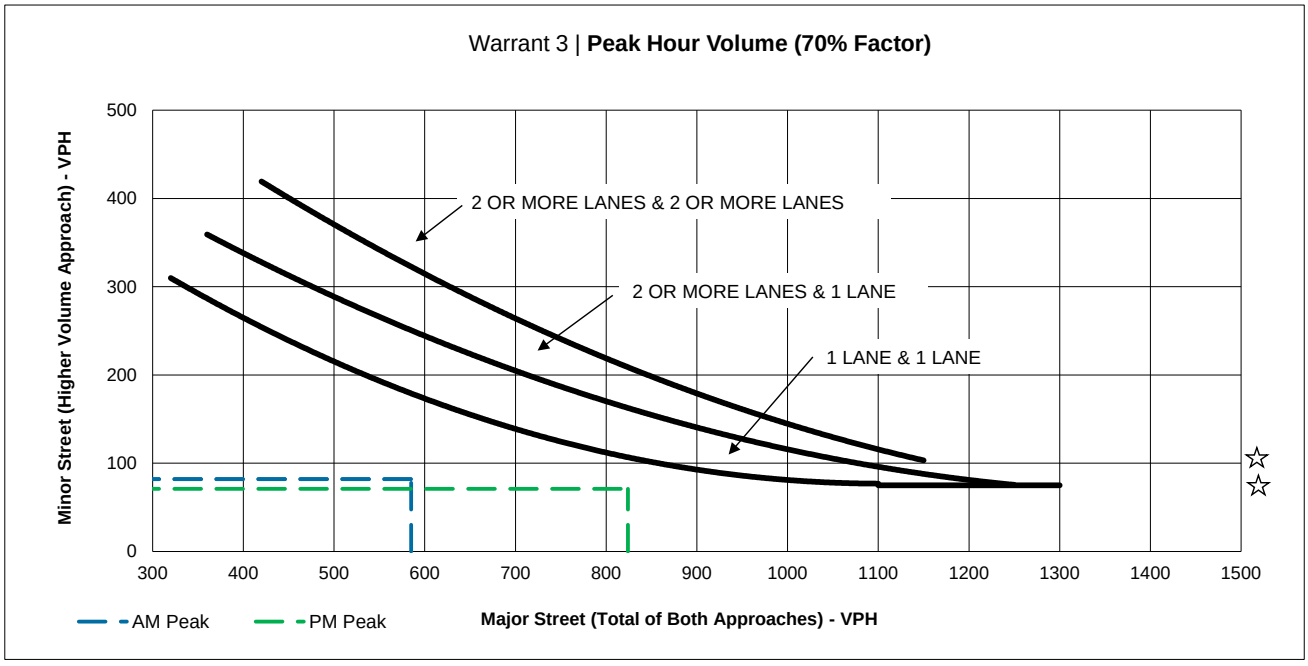
Fig 4C-3 (100% Option)

Cumulative Plus Project Conditions

Signal Warrant 3: Peak Hour

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SCENARIO (AM/PM)			
		Number of Lanes	
Major Approach	SR 193	2	
Minor Approach	Ellinghouse-Prj. Dr.	2	
	AM Peak	PM Peak	**Volumes for higher minor street**
Major St. Volume (both approaches):	585	824	
Minor St. Volume (higher volume approach):	82	71	
Warrant Met?:	**NO**	**NO**	

Fig 4C-4 (70% Option)

Attachment C: Synchro LOS Results

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Existing Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	397	16	3	171
Future Vol, veh/h	10	7	397	16	3	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	18	3	3	12	12
Mvmt Flow	11	8	432	17	3	186

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	633	441	0	0	449	0
Stage 1	441	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.22	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.308	-
Pot Cap-1 Maneuver	419	584	-	-	1060	-
Stage 1	616	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	418	584	-	-	1060	-
Mov Cap-2 Maneuver	501	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	1060	-
HCM Lane V/C Ratio	-	-	0.035	0.003	-
HCM Control Delay (s)	-	-	12	8.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Existing Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	0	12	0	0	0	17	388	0	0	179	3
Future Vol, veh/h	25	0	12	0	0	0	17	388	0	0	179	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	2	2	13	13
Mvmt Flow	27	0	13	0	0	0	18	422	0	0	195	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	655	655	197	661	656	422	198	0	0	422	0	0
Stage 1	197	197	-	458	458	-	-	-	-	-	-	-
Stage 2	458	458	-	203	198	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	379	386	844	376	385	632	1363	-	-	1137	-	-
Stage 1	805	738	-	583	567	-	-	-	-	-	-	-
Stage 2	583	567	-	799	737	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	375	381	844	367	380	632	1363	-	-	1137	-	-
Mov Cap-2 Maneuver	375	381	-	367	380	-	-	-	-	-	-	-
Stage 1	795	738	-	575	560	-	-	-	-	-	-	-
Stage 2	575	560	-	787	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	0	0.3	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1363	-	-	457	-	-	1137	-	-
HCM Lane V/C Ratio	0.014	-	-	0.088	-	-	-	-	-
HCM Control Delay (s)	7.7	-	-	13.6	0	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	0	-	-

HCM 6th AWSC — Existing Conditions
3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road) — AM Peak Hour

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	7	5	61	30	255	16	148	22	98	100	7
Future Vol, veh/h	8	7	5	61	30	255	16	148	22	98	100	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	5	5	5	3	3	3	8	8	8	11	11	11
Mvmt Flow	8	7	5	64	31	266	17	154	23	102	104	7
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	9.7	10.9	11	10.8
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	40%	67%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	35%	33%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	25%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	148	22	20	91	255	98	100	7
LT Vol	16	0	0	8	61	0	98	0	0
Through Vol	0	148	0	7	30	0	0	100	0
RT Vol	0	0	22	5	0	255	0	0	7
Lane Flow Rate	17	154	23	21	95	266	102	104	7
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.032	0.272	0.036	0.039	0.164	0.385	0.194	0.184	0.011
Departure Headway (Hd)	6.858	6.351	5.641	6.702	6.247	5.213	6.852	6.345	5.635
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	522	566	634	534	575	691	524	566	635
Service Time	4.596	4.088	3.378	4.448	3.977	2.943	4.588	4.081	3.371
HCM Lane V/C Ratio	0.033	0.272	0.036	0.039	0.165	0.385	0.195	0.184	0.011
HCM Control Delay	9.8	11.5	8.6	9.7	10.2	11.2	11.2	10.5	8.4
HCM Lane LOS	A	B	A	A	B	B	B	B	A
HCM 95th-tile Q	0.1	1.1	0.1	0.1	0.6	1.8	0.7	0.7	0

HCM 6th TWSC
4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Existing Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	111	15	21	336	0	6	0	10	0	0	0
Future Vol, veh/h	0	111	15	21	336	0	6	0	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	95	95	95	95	92	95	92	95	92	92	92
Heavy Vehicles, %	2	13	13	2	2	2	6	2	6	2	2	2
Mvmt Flow	0	117	16	22	354	0	6	0	11	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	-	117	0	0	515	515	117	521	515	354
Stage 1	-	-	-	-	-	-	117	117	-	398	398	-
Stage 2	-	-	-	-	-	-	398	398	-	123	117	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.16	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.554	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	1205	-	0	1471	-	-	464	464	924	466	464	690
Stage 1	-	-	0	-	-	-	878	799	-	628	603	-
Stage 2	-	-	0	-	-	-	620	603	-	881	799	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1205	-	-	1471	-	-	459	457	924	455	457	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	459	457	-	455	457	-
Stage 1	-	-	-	-	-	-	878	799	-	628	594	-
Stage 2	-	-	-	-	-	-	611	594	-	871	799	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	10.5	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	670	1205	-	1471	-	-	-
HCM Lane V/C Ratio	0.025	-	-	0.015	-	-	-
HCM Control Delay (s)	10.5	0	-	7.5	-	-	0
HCM Lane LOS	B	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	0	-	-	-

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Existing Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	5	283	25	10	537
Future Vol, veh/h	37	5	283	25	10	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	6	325	29	11	617

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	979	340	0	0	354	0
Stage 1	340	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	277	702	-	-	1205	-
Stage 1	721	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	275	702	-	-	1205	-
Mov Cap-2 Maneuver	396	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	418	1205	-
HCM Lane V/C Ratio	-	-	0.115	0.01	-
HCM Control Delay (s)	-	-	14.7	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Existing Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	23	0	0	0	33	298	0	0	521	41
Future Vol, veh/h	10	0	23	0	0	0	33	298	0	0	521	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	92	87	92	92	92	87	87	92	92	87	87
Heavy Vehicles, %	6	2	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	26	0	0	0	38	343	0	0	599	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1042	1042	623	1055	1065	343	646	0	0	343	0	0
Stage 1	623	623	-	419	419	-	-	-	-	-	-	-
Stage 2	419	419	-	636	646	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.52	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.018	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	204	230	479	204	223	700	939	-	-	1216	-	-
Stage 1	467	478	-	612	590	-	-	-	-	-	-	-
Stage 2	604	590	-	466	467	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	198	221	479	187	214	700	939	-	-	1216	-	-
Mov Cap-2 Maneuver	198	221	-	187	214	-	-	-	-	-	-	-
Stage 1	448	478	-	588	566	-	-	-	-	-	-	-
Stage 2	580	566	-	440	467	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.1	0	0.9	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	335	-	-	1216	-	-
HCM Lane V/C Ratio	0.04	-	-	0.113	-	-	-	-	-
HCM Control Delay (s)	9	-	-	17.1	0	0	0	-	-
HCM Lane LOS	A	-	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0	-	-

HCM 6th AWSC — Existing Conditions
3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road) — PM Peak Hour

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	16	5	35	18	163	12	129	40	355	232	5
Future Vol, veh/h	7	16	5	35	18	163	12	129	40	355	232	5
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	3	3	3
Mvmt Flow	7	16	5	35	18	165	12	130	40	359	234	5
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	10.6	11.3	11.1	17
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	25%	66%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	57%	34%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	18%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	129	40	28	53	163	355	232	5
LT Vol	12	0	0	7	35	0	355	0	0
Through Vol	0	129	0	16	18	0	0	232	0
RT Vol	0	0	40	5	0	163	0	0	5
Lane Flow Rate	12	130	40	28	54	165	359	234	5
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.025	0.247	0.069	0.058	0.108	0.284	0.642	0.387	0.007
Departure Headway (Hd)	7.325	6.818	6.108	7.343	7.229	6.199	6.444	5.938	5.23
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	525	584	486	495	578	559	605	683
Service Time	5.088	4.58	3.87	5.12	4.99	3.96	4.188	3.683	2.975
HCM Lane V/C Ratio	0.025	0.248	0.068	0.058	0.109	0.285	0.642	0.387	0.007
HCM Control Delay	10.3	11.8	9.3	10.6	10.9	11.4	20.1	12.4	8
HCM Lane LOS	B	B	A	B	B	B	C	B	A
HCM 95th-tile Q	0.1	1	0.2	0.2	0.4	1.2	4.5	1.8	0

HCM 6th TWSC
4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Existing Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	397	42	50	205	0	11	0	78	0	0	0
Future Vol, veh/h	0	397	42	50	205	0	11	0	78	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	86	86	86	86	92	86	92	86	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	462	49	58	238	0	13	0	91	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	238	0	-	462	0	0	816	816	462	862	816	238
Stage 1	-	-	-	-	-	-	462	462	-	354	354	-
Stage 2	-	-	-	-	-	-	354	354	-	508	462	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1329	-	0	1099	-	-	296	311	600	275	311	801
Stage 1	-	-	0	-	-	-	580	565	-	663	630	-
Stage 2	-	-	0	-	-	-	663	630	-	547	565	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1329	-	-	1099	-	-	284	295	600	224	295	801
Mov Cap-2 Maneuver	-	-	-	-	-	-	284	295	-	224	295	-
Stage 1	-	-	-	-	-	-	580	565	-	663	597	-
Stage 2	-	-	-	-	-	-	628	597	-	464	565	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	13.5	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	527	1329	-	1099	-	-	-
HCM Lane V/C Ratio	0.196	-	-	0.053	-	-	-
HCM Control Delay (s)	13.5	0	-	8.5	-	-	0
HCM Lane LOS	B	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.7	0	-	0.2	-	-	-

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Existing Plus Project Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	7	419	16	3	193
Future Vol, veh/h	11	7	419	16	3	193
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	18	3	3	12	12
Mvmt Flow	12	8	455	17	3	210

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	680	464	0	0	472	0
Stage 1	464	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.22	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.308	-
Pot Cap-1 Maneuver	393	566	-	-	1040	-
Stage 1	601	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	392	566	-	-	1040	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	1040	-
HCM Lane V/C Ratio	-	-	0.038	0.003	-
HCM Control Delay (s)	-	-	12.3	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	12	26	1	67	17	340	53	44	159	3
Future Vol, veh/h	25	1	12	26	1	67	17	340	53	44	159	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	2	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	1	13	28	1	73	18	370	58	48	173	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	743	735	175	713	707	399	176	0	0	428	0	0
Stage 1	271	271	-	435	435	-	-	-	-	-	-	-
Stage 2	472	464	-	278	272	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.52	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.018	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	326	347	858	347	360	651	1400	-	-	1131	-	-
Stage 1	726	685	-	600	580	-	-	-	-	-	-	-
Stage 2	565	564	-	728	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	277	328	858	327	341	651	1400	-	-	1131	-	-
Mov Cap-2 Maneuver	277	328	-	327	341	-	-	-	-	-	-	-
Stage 1	717	656	-	592	572	-	-	-	-	-	-	-
Stage 2	494	557	-	685	656	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.5	12.9	0.3	1.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1400	-	-	354	327	651	1131	-	-
HCM Lane V/C Ratio	0.013	-	-	0.117	0.09	0.112	0.042	-	-
HCM Control Delay (s)	7.6	-	-	16.5	17.1	11.2	8.3	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0.4	0.1	-	-

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	8	5	69	31	255	16	154	31	98	106	7
Future Vol, veh/h	8	8	5	69	31	255	16	154	31	98	106	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	5	5	5	3	3	3	8	8	8	11	11	11
Mvmt Flow	8	8	5	72	32	266	17	160	32	102	110	7
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	9.8	11.1	11.1	11
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	38%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	38%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	24%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	154	31	21	100	255	98	106	7
LT Vol	16	0	0	8	69	0	98	0	0
Through Vol	0	154	0	8	31	0	0	106	0
RT Vol	0	0	31	5	0	255	0	0	7
Lane Flow Rate	17	160	32	22	104	266	102	110	7
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.032	0.286	0.051	0.041	0.183	0.39	0.197	0.197	0.012
Departure Headway (Hd)	6.924	6.417	5.706	6.804	6.33	5.286	6.936	6.428	5.718
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	517	560	627	525	567	680	518	559	626
Service Time	4.663	4.156	3.445	4.555	4.065	3.021	4.673	4.166	3.455
HCM Lane V/C Ratio	0.033	0.286	0.051	0.042	0.183	0.391	0.197	0.197	0.011
HCM Control Delay	9.9	11.7	8.8	9.8	10.5	11.4	11.4	10.7	8.5
HCM Lane LOS	A	B	A	A	B	B	B	B	A
HCM 95th-tile Q	0.1	1.2	0.2	0.1	0.7	1.9	0.7	0.7	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	100	15	21	302	51	6	1	10	28	1	41
Future Vol, veh/h	20	100	15	21	302	51	6	1	10	28	1	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	105	16	22	318	54	6	1	11	29	1	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	372	0	-	105	0	0	558	563	105	542	536	345
Stage 1	-	-	-	-	-	-	147	147	-	389	389	-
Stage 2	-	-	-	-	-	-	411	416	-	153	147	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1186	-	0	1486	-	-	440	435	949	451	451	698
Stage 1	-	-	0	-	-	-	856	775	-	635	608	-
Stage 2	-	-	0	-	-	-	618	592	-	849	775	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1186	-	-	1486	-	-	401	420	949	434	436	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	420	-	434	436	-
Stage 1	-	-	-	-	-	-	840	760	-	623	599	-
Stage 2	-	-	-	-	-	-	570	583	-	822	760	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.4	11.1	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	610	1186	-	1486	-	-	558
HCM Lane V/C Ratio	0.029	0.018	-	0.015	-	-	0.132
HCM Control Delay (s)	11.1	8.1	0	7.5	-	-	12.4
HCM Lane LOS	B	A	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	5	304	25	10	558
Future Vol, veh/h	38	5	304	25	10	558
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	6	349	29	11	641

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1027	364	0	0	378	0
Stage 1	364	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	260	681	-	-	1180	-
Stage 1	703	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	258	681	-	-	1180	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	402	1180	-
HCM Lane V/C Ratio	-	-	0.123	0.01	-
HCM Control Delay (s)	-	-	15.2	8.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	23	43	1	41	33	277	28	58	483	41
Future Vol, veh/h	10	1	23	43	1	41	33	277	28	58	483	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	6	2	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	26	49	1	47	38	318	32	67	555	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1147	1139	579	1136	1146	334	602	0	0	350	0	0
Stage 1	713	713	-	410	410	-	-	-	-	-	-	-
Stage 2	434	426	-	726	736	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.52	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.018	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	173	201	507	179	199	708	975	-	-	1209	-	-
Stage 1	417	435	-	619	595	-	-	-	-	-	-	-
Stage 2	593	586	-	416	425	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	149	183	507	157	181	708	975	-	-	1209	-	-
Mov Cap-2 Maneuver	149	183	-	157	181	-	-	-	-	-	-	-
Stage 1	401	411	-	595	572	-	-	-	-	-	-	-
Stage 2	531	563	-	371	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.5	24.9	0.9	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	975	-	-	288	157	708	1209	-	-
HCM Lane V/C Ratio	0.039	-	-	0.136	0.322	0.067	0.055	-	-
HCM Control Delay (s)	8.8	-	-	19.5	38.5	10.4	8.2	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.3	0.2	0.2	-	-

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	17	5	43	19	163	12	134	48	355	237	5
Future Vol, veh/h	7	17	5	43	19	163	12	134	48	355	237	5
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	3	3	3
Mvmt Flow	7	17	5	43	19	165	12	135	48	359	239	5
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	10.7	11.4	11.3	17.4
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	24%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	59%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	17%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	134	48	29	62	163	355	237	5
LT Vol	12	0	0	7	43	0	355	0	0
Through Vol	0	134	0	17	19	0	0	237	0
RT Vol	0	0	48	5	0	163	0	0	5
Lane Flow Rate	12	135	48	29	63	165	359	239	5
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.025	0.259	0.083	0.061	0.127	0.286	0.649	0.4	0.007
Departure Headway (Hd)	7.389	6.881	6.171	7.436	7.311	6.263	6.52	6.014	5.306
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	483	520	578	480	489	571	552	598	672
Service Time	5.155	4.647	3.936	5.215	5.076	4.028	4.268	3.762	3.054
HCM Lane V/C Ratio	0.025	0.26	0.083	0.06	0.129	0.289	0.65	0.4	0.007
HCM Control Delay	10.3	12.1	9.5	10.7	11.1	11.5	20.6	12.7	8.1
HCM Lane LOS	B	B	A	B	B	B	C	B	A
HCM 95th-tile Q	0.1	1	0.3	0.2	0.4	1.2	4.6	1.9	0

HCM 6th TWSC — Existing Plus Project Conditions

4: Ellinghouse Drive & Highway 193 (Georgetown Road) — PM Peak Hour

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	372	42	50	191	30	11	1	78	39	1	23
Future Vol, veh/h	32	372	42	50	191	30	11	1	78	39	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	433	49	58	222	35	13	1	91	45	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	257	0	-	433	0	0	877	880	433	909	863	240
Stage 1	-	-	-	-	-	-	507	507	-	356	356	-
Stage 2	-	-	-	-	-	-	370	373	-	553	507	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1308	-	0	1127	-	-	269	286	623	256	292	799
Stage 1	-	-	0	-	-	-	548	539	-	661	629	-
Stage 2	-	-	0	-	-	-	650	618	-	517	539	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1308	-	-	1127	-	-	242	261	623	204	267	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	261	-	204	267	-
Stage 1	-	-	-	-	-	-	528	519	-	637	597	-
Stage 2	-	-	-	-	-	-	595	586	-	424	519	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.5	13.7	22.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	516	1308	-	1127	-	-	282
HCM Lane V/C Ratio	0.203	0.028	-	0.052	-	-	0.26
HCM Control Delay (s)	13.7	7.8	0	8.4	-	-	22.2
HCM Lane LOS	B	A	A	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	0.2	-	-	1

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Near Term Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	8	426	18	4	184
Future Vol, veh/h	11	8	426	18	4	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	18	3	3	12	12
Mvmt Flow	12	9	463	20	4	200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	681	473	0	0	483	0
Stage 1	473	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.22	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.308	-
Pot Cap-1 Maneuver	392	560	-	-	1030	-
Stage 1	595	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	390	560	-	-	1030	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	510	1030	-
HCM Lane V/C Ratio	-	-	0.04	0.004	-
HCM Control Delay (s)	-	-	12.4	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	0	13	0	0	0	19	416	0	0	192	4
Future Vol, veh/h	27	0	13	0	0	0	19	416	0	0	192	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	2	2	13	13
Mvmt Flow	29	0	14	0	0	0	21	452	0	0	209	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	705	705	211	712	707	452	213	0	0	452	0	0
Stage 1	211	211	-	494	494	-	-	-	-	-	-	-
Stage 2	494	494	-	218	213	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	351	361	829	347	360	608	1345	-	-	1109	-	-
Stage 1	791	728	-	557	546	-	-	-	-	-	-	-
Stage 2	557	546	-	784	726	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	347	355	829	337	354	608	1345	-	-	1109	-	-
Mov Cap-2 Maneuver	347	355	-	337	354	-	-	-	-	-	-	-
Stage 1	778	728	-	548	537	-	-	-	-	-	-	-
Stage 2	548	537	-	771	726	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.4	0	0.3	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1345	-	-	428	-	-	1109	-	-
HCM Lane V/C Ratio	0.015	-	-	0.102	-	-	-	-	-
HCM Control Delay (s)	7.7	-	-	14.4	0	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	8	6	66	33	274	18	159	24	106	108	8
Future Vol, veh/h	9	8	6	66	33	274	18	159	24	106	108	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	3	3	3	8	8	8	11	11	11
Mvmt Flow	10	9	7	72	36	298	20	173	26	115	117	9
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	10.1	12.1	11.8	11.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	39%	67%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	35%	33%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	26%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	159	24	23	99	274	106	108	8
LT Vol	18	0	0	9	66	0	106	0	0
Through Vol	0	159	0	8	33	0	0	108	0
RT Vol	0	0	24	6	0	274	0	0	8
Lane Flow Rate	20	173	26	25	108	298	115	117	9
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.039	0.318	0.043	0.049	0.193	0.449	0.228	0.215	0.014
Departure Headway (Hd)	7.128	6.619	5.908	7.015	6.457	5.424	7.113	6.605	5.893
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	543	605	509	555	661	505	542	606
Service Time	4.879	4.37	3.658	4.781	4.202	3.17	4.865	4.357	3.645
HCM Lane V/C Ratio	0.04	0.319	0.043	0.049	0.195	0.451	0.228	0.216	0.015
HCM Control Delay	10.2	12.4	8.9	10.1	10.8	12.6	12	11.2	8.7
HCM Lane LOS	B	B	A	B	B	B	B	B	A
HCM 95th-tile Q	0.1	1.4	0.1	0.2	0.7	2.3	0.9	0.8	0

HCM 6th TWSC
4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Near Term Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	119	17	23	361	0	7	0	11	0	0	0
Future Vol, veh/h	0	119	17	23	361	0	7	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	13	13	2	2	2	6	2	6	2	2	2
Mvmt Flow	0	129	18	25	392	0	8	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	392	0	-	129	0	0	571	571	129	577	571	392
Stage 1	-	-	-	-	-	-	129	129	-	442	442	-
Stage 2	-	-	-	-	-	-	442	442	-	135	129	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.16	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.554	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	1167	-	0	1457	-	-	426	431	910	428	431	657
Stage 1	-	-	0	-	-	-	865	789	-	594	576	-
Stage 2	-	-	0	-	-	-	587	576	-	868	789	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1167	-	-	1457	-	-	420	424	910	417	424	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	424	-	417	424	-
Stage 1	-	-	-	-	-	-	865	789	-	594	566	-
Stage 2	-	-	-	-	-	-	577	566	-	857	789	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	10.9	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	626	1167	-	1457	-	-	-
HCM Lane V/C Ratio	0.031	-	-	0.017	-	-	-
HCM Control Delay (s)	10.9	0	-	7.5	-	-	0
HCM Lane LOS	B	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	0.1	-	-	-

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Near Term Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	6	304	27	11	576
Future Vol, veh/h	40	6	304	27	11	576
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	7	330	29	12	626

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	995	345	0	0	359	0
Stage 1	345	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	271	698	-	-	1200	-
Stage 1	717	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	268	698	-	-	1200	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	414	1200	-
HCM Lane V/C Ratio	-	-	0.121	0.01	-
HCM Control Delay (s)	-	-	14.9	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Near Term Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	25	0	0	0	36	320	0	0	559	44
Future Vol, veh/h	11	0	25	0	0	0	36	320	0	0	559	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	2	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	27	0	0	0	39	348	0	0	608	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1058	1058	632	1072	1082	348	656	0	0	348	0	0
Stage 1	632	632	-	426	426	-	-	-	-	-	-	-
Stage 2	426	426	-	646	656	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.52	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.018	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	199	225	473	198	217	695	931	-	-	1211	-	-
Stage 1	462	474	-	606	586	-	-	-	-	-	-	-
Stage 2	599	586	-	460	462	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	216	473	181	208	695	931	-	-	1211	-	-
Mov Cap-2 Maneuver	193	216	-	181	208	-	-	-	-	-	-	-
Stage 1	443	474	-	581	561	-	-	-	-	-	-	-
Stage 2	574	561	-	434	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	0	0.9	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	931	-	-	328	-	-	1211	-	-
HCM Lane V/C Ratio	0.042	-	-	0.119	-	-	-	-	-
HCM Control Delay (s)	9	-	-	17.5	0	0	0	-	-
HCM Lane LOS	A	-	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	18	6	38	20	175	13	139	43	381	249	6
Future Vol, veh/h	8	18	6	38	20	175	13	139	43	381	249	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	3	3	3
Mvmt Flow	9	20	7	41	22	190	14	151	47	414	271	7
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	11.3	12.6	12.3	23.2
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	25%	66%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	56%	34%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	19%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	139	43	32	58	175	381	249	6
LT Vol	13	0	0	8	38	0	381	0	0
Through Vol	0	139	0	18	20	0	0	249	0
RT Vol	0	0	43	6	0	175	0	0	6
Lane Flow Rate	14	151	47	35	63	190	414	271	7
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.03	0.304	0.085	0.077	0.133	0.348	0.776	0.469	0.01
Departure Headway (Hd)	7.753	7.244	6.531	7.949	7.621	6.591	6.744	6.237	5.527
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	459	493	544	454	468	542	534	576	644
Service Time	5.547	5.037	4.324	5.649	5.41	4.379	4.511	4.003	3.293
HCM Lane V/C Ratio	0.031	0.306	0.086	0.077	0.135	0.351	0.775	0.47	0.011
HCM Control Delay	10.8	13.2	9.9	11.3	11.6	12.9	29.2	14.4	8.3
HCM Lane LOS	B	B	A	B	B	B	D	B	A
HCM 95th-tile Q	0.1	1.3	0.3	0.2	0.5	1.5	7	2.5	0

HCM 6th TWSC
4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Near Term Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	426	46	54	220	0	12	0	84	0	0	0
Future Vol, veh/h	0	426	46	54	220	0	12	0	84	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	463	50	59	239	0	13	0	91	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	239	0	-	463	0	0	820	820	463	866	820	239
Stage 1	-	-	-	-	-	-	463	463	-	357	357	-
Stage 2	-	-	-	-	-	-	357	357	-	509	463	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1328	-	0	1098	-	-	294	310	599	274	310	800
Stage 1	-	-	0	-	-	-	579	564	-	661	628	-
Stage 2	-	-	0	-	-	-	661	628	-	547	564	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1328	-	-	1098	-	-	282	293	599	223	293	800
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	293	-	223	293	-
Stage 1	-	-	-	-	-	-	579	564	-	661	594	-
Stage 2	-	-	-	-	-	-	625	594	-	464	564	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	13.6	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	525	1328	-	1098	-	-	-
HCM Lane V/C Ratio	0.199	-	-	0.053	-	-	-
HCM Control Delay (s)	13.6	0	-	8.5	-	-	0
HCM Lane LOS	B	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.7	0	-	0.2	-	-	-

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Near Term Plus Project Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	8	450	18	4	207
Future Vol, veh/h	12	8	450	18	4	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	18	3	3	12	12
Mvmt Flow	13	9	489	20	4	225

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	732	499	0	0	509	0
Stage 1	499	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.22	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.308	-
Pot Cap-1 Maneuver	366	541	-	-	1007	-
Stage 1	578	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	365	541	-	-	1007	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	1007	-
HCM Lane V/C Ratio	-	-	0.044	0.004	-
HCM Control Delay (s)	-	-	12.7	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC — Near Term Plus Project Conditions

2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

AM Peak Hour

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	2	13	28	2	72	19	365	57	48	171	4
Future Vol, veh/h	27	2	13	28	2	72	19	365	57	48	171	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	2	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	2	14	30	2	78	21	397	62	52	186	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	802	793	188	770	764	428	190	0	0	459	0	0
Stage 1	292	292	-	470	470	-	-	-	-	-	-	-
Stage 2	510	501	-	300	294	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.52	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.018	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	298	321	844	318	334	627	1384	-	-	1102	-	-
Stage 1	707	671	-	574	560	-	-	-	-	-	-	-
Stage 2	539	543	-	709	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	301	844	296	314	627	1384	-	-	1102	-	-
Mov Cap-2 Maneuver	247	301	-	296	314	-	-	-	-	-	-	-
Stage 1	696	639	-	565	552	-	-	-	-	-	-	-
Stage 2	463	535	-	662	639	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.1	13.7	0.3	1.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	320	297	627	1102	-	-
HCM Lane V/C Ratio	0.015	-	-	0.143	0.11	0.125	0.047	-	-
HCM Control Delay (s)	7.6	-	-	18.1	18.6	11.6	8.4	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.4	0.4	0.1	-	-

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	9	6	74	34	274	18	166	34	106	114	8
Future Vol, veh/h	9	9	6	74	34	274	18	166	34	106	114	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	3	3	3	8	8	8	11	11	11
Mvmt Flow	10	10	7	80	37	298	20	180	37	115	124	9
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	10.3	12.3	12	11.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	38%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	38%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	25%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	166	34	24	108	274	106	114	8
LT Vol	18	0	0	9	74	0	106	0	0
Through Vol	0	166	0	9	34	0	0	114	0
RT Vol	0	0	34	6	0	274	0	0	8
Lane Flow Rate	20	180	37	26	117	298	115	124	9
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.039	0.335	0.061	0.052	0.214	0.456	0.231	0.231	0.014
Departure Headway (Hd)	7.196	6.687	5.975	7.13	6.553	5.511	7.206	6.697	5.985
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	496	536	597	500	547	652	498	535	596
Service Time	4.956	4.447	3.734	4.904	4.302	3.259	4.964	4.455	3.743
HCM Lane V/C Ratio	0.04	0.336	0.062	0.052	0.214	0.457	0.231	0.232	0.015
HCM Control Delay	10.3	12.8	9.1	10.3	11.1	12.8	12.1	11.5	8.8
HCM Lane LOS	B	B	A	B	B	B	B	B	A
HCM 95th-tile Q	0.1	1.5	0.2	0.2	0.8	2.4	0.9	0.9	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	108	17	23	324	55	7	2	11	31	2	44
Future Vol, veh/h	22	108	17	23	324	55	7	2	11	31	2	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	117	18	25	352	60	8	2	12	34	2	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	412	0	-	117	0	0	622	627	117	604	597	382
Stage 1	-	-	-	-	-	-	165	165	-	432	432	-
Stage 2	-	-	-	-	-	-	457	462	-	172	165	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1147	-	0	1471	-	-	399	400	935	410	416	665
Stage 1	-	-	0	-	-	-	837	762	-	602	582	-
Stage 2	-	-	0	-	-	-	583	565	-	830	762	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1147	-	-	1471	-	-	358	384	935	391	400	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	358	384	-	391	400	-
Stage 1	-	-	-	-	-	-	819	745	-	589	572	-
Stage 2	-	-	-	-	-	-	530	555	-	799	745	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.4	11.8	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	548	1147	-	1471	-	-	512
HCM Lane V/C Ratio	0.04	0.021	-	0.017	-	-	0.163
HCM Control Delay (s)	11.8	8.2	0	7.5	-	-	13.4
HCM Lane LOS	B	A	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	0.1	-	-	0.6

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Near Term Plus Project Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	6	326	27	11	599
Future Vol, veh/h	41	6	326	27	11	599
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	7	354	29	12	651

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1044	369	0	0	383	0
Stage 1	369	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	254	677	-	-	1175	-
Stage 1	699	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	251	677	-	-	1175	-
Mov Cap-2 Maneuver	376	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	399	1175	-
HCM Lane V/C Ratio	-	-	0.128	0.01	-
HCM Control Delay (s)	-	-	15.3	8.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	2	25	47	2	44	36	297	31	63	518	44
Future Vol, veh/h	11	2	25	47	2	44	36	297	31	63	518	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	2	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	2	27	51	2	48	39	323	34	68	563	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1166	1158	587	1156	1165	340	611	0	0	357	0	0
Stage 1	723	723	-	418	418	-	-	-	-	-	-	-
Stage 2	443	435	-	738	747	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.52	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.018	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	168	196	502	174	194	702	968	-	-	1202	-	-
Stage 1	411	431	-	612	591	-	-	-	-	-	-	-
Stage 2	586	580	-	410	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	144	177	502	151	176	702	968	-	-	1202	-	-
Mov Cap-2 Maneuver	144	177	-	151	176	-	-	-	-	-	-	-
Stage 1	395	406	-	588	567	-	-	-	-	-	-	-
Stage 2	522	557	-	364	396	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.3	26.5	0.9	0.8
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	968	-	-	276	152	702	1202	-	-
HCM Lane V/C Ratio	0.04	-	-	0.15	0.35	0.068	0.057	-	-
HCM Control Delay (s)	8.9	-	-	20.3	40.9	10.5	8.2	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.4	0.2	0.2	-	-

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	19	6	47	21	175	13	144	52	381	255	6
Future Vol, veh/h	8	19	6	47	21	175	13	144	52	381	255	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	3	3	3
Mvmt Flow	9	21	7	51	23	190	14	157	57	414	277	7
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	11.5	12.9	12.7	24.3
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	24%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	58%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	18%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	144	52	33	68	175	381	255	6
LT Vol	13	0	0	8	47	0	381	0	0
Through Vol	0	144	0	19	21	0	0	255	0
RT Vol	0	0	52	6	0	175	0	0	6
Lane Flow Rate	14	157	57	36	74	190	414	277	7
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.031	0.323	0.105	0.081	0.161	0.358	0.787	0.488	0.01
Departure Headway (Hd)	7.94	7.426	6.716	8.08	7.824	6.775	6.842	6.334	5.624
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	453	487	536	445	461	535	526	563	629
Service Time	5.653	5.143	4.429	5.799	5.526	4.476	4.64	4.132	3.421
HCM Lane V/C Ratio	0.031	0.322	0.106	0.081	0.161	0.355	0.787	0.492	0.011
HCM Control Delay	10.9	13.7	10.2	11.5	12	13.2	30.7	15.1	8.5
HCM Lane LOS	B	B	B	B	B	B	D	C	A
HCM 95th-tile Q	0.1	1.4	0.3	0.3	0.6	1.6	7.3	2.7	0

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	399	46	54	205	33	12	2	84	42	2	25
Future Vol, veh/h	35	399	46	54	205	33	12	2	84	42	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	434	50	59	223	36	13	2	91	46	2	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	-	434	0	0	884	887	434	916	869	241
Stage 1	-	-	-	-	-	-	510	510	-	359	359	-
Stage 2	-	-	-	-	-	-	374	377	-	557	510	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	0	1126	-	-	266	283	622	253	290	798
Stage 1	-	-	0	-	-	-	546	538	-	659	627	-
Stage 2	-	-	0	-	-	-	647	616	-	515	538	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1306	-	-	1126	-	-	238	258	622	200	264	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	238	258	-	200	264	-
Stage 1	-	-	-	-	-	-	525	518	-	634	594	-
Stage 2	-	-	-	-	-	-	590	584	-	421	518	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.5	14	22.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	507	1306	-	1126	-	-	277
HCM Lane V/C Ratio	0.21	0.029	-	0.052	-	-	0.271
HCM Control Delay (s)	14	7.8	0	8.4	-	-	22.8
HCM Lane LOS	B	A	A	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	0.2	-	-	1.1

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Cumulative Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	9	455	19	4	196
Future Vol, veh/h	12	9	455	19	4	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	18	3	3	12	12
Mvmt Flow	13	10	495	21	4	213

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	727	506	0	0	516	0
Stage 1	506	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.22	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.308	-
Pot Cap-1 Maneuver	368	536	-	-	1001	-
Stage 1	574	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	367	536	-	-	1001	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	490	1001	-
HCM Lane V/C Ratio	-	-	0.047	0.004	-
HCM Control Delay (s)	-	-	12.7	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Cumulative Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	0	14	0	0	0	20	444	0	0	205	4
Future Vol, veh/h	29	0	14	0	0	0	20	444	0	0	205	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	2	2	13	13
Mvmt Flow	32	0	15	0	0	0	22	483	0	0	223	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	752	752	225	760	754	483	227	0	0	483	0	0
Stage 1	225	225	-	527	527	-	-	-	-	-	-	-
Stage 2	527	527	-	233	227	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	327	339	814	323	338	584	1330	-	-	1080	-	-
Stage 1	778	718	-	535	528	-	-	-	-	-	-	-
Stage 2	535	528	-	770	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	323	333	814	313	332	584	1330	-	-	1080	-	-
Mov Cap-2 Maneuver	323	333	-	313	332	-	-	-	-	-	-	-
Stage 1	765	718	-	526	519	-	-	-	-	-	-	-
Stage 2	526	519	-	756	716	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	0	0.3	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1330	-	-	402	-	-	1080	-	-
HCM Lane V/C Ratio	0.016	-	-	0.116	-	-	-	-	-
HCM Control Delay (s)	7.8	-	-	15.1	0	0	0	-	-
HCM Lane LOS	A	-	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0	-	-

HCM 6th AWSC — Cumulative Conditions
3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road) — AM Peak Hour

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	9	6	70	35	292	19	170	26	113	115	9
Future Vol, veh/h	10	9	6	70	35	292	19	170	26	113	115	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	3	3	3	8	8	8	11	11	11
Mvmt Flow	11	10	7	76	38	317	21	185	28	123	125	10
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	10.4	12.9	12.4	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	40%	67%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	36%	33%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	24%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	170	26	25	105	292	113	115	9
LT Vol	19	0	0	10	70	0	113	0	0
Through Vol	0	170	0	9	35	0	0	115	0
RT Vol	0	0	26	6	0	292	0	0	9
Lane Flow Rate	21	185	28	27	114	317	123	125	10
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.042	0.348	0.048	0.055	0.209	0.49	0.248	0.235	0.016
Departure Headway (Hd)	7.287	6.778	6.065	7.23	6.587	5.553	7.27	6.761	6.048
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	490	528	588	493	543	647	493	529	589
Service Time	5.05	4.541	3.827	5.012	4.341	3.308	5.034	4.525	3.812
HCM Lane V/C Ratio	0.043	0.35	0.048	0.055	0.21	0.49	0.249	0.236	0.017
HCM Control Delay	10.4	13.1	9.1	10.4	11.1	13.6	12.4	11.6	8.9
HCM Lane LOS	B	B	A	B	B	B	B	B	A
HCM 95th-tile Q	0.1	1.5	0.2	0.2	0.8	2.7	1	0.9	0

HCM 6th TWSC
4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Cumulative Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	127	18	25	385	0	7	0	12	0	0	0
Future Vol, veh/h	0	127	18	25	385	0	7	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	13	13	2	2	2	6	2	6	2	2	2
Mvmt Flow	0	138	20	27	418	0	8	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	-	138	0	0	610	610	138	617	610	418
Stage 1	-	-	-	-	-	-	138	138	-	472	472	-
Stage 2	-	-	-	-	-	-	472	472	-	145	138	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.16	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.554	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	0	1446	-	-	401	409	900	402	409	635
Stage 1	-	-	0	-	-	-	856	782	-	573	559	-
Stage 2	-	-	0	-	-	-	565	559	-	858	782	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1141	-	-	1446	-	-	395	401	900	390	401	635
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	401	-	390	401	-
Stage 1	-	-	-	-	-	-	856	782	-	573	548	-
Stage 2	-	-	-	-	-	-	554	548	-	846	782	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	11.1	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	612	1141	-	1446	-	-	-
HCM Lane V/C Ratio	0.034	-	-	0.019	-	-	-
HCM Control Delay (s)	11.1	0	-	7.5	-	-	0
HCM Lane LOS	B	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	0.1	-	-	-

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Cumulative Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	6	324	29	12	615
Future Vol, veh/h	43	6	324	29	12	615
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	7	352	32	13	668

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1062	368	0	0	384	0
Stage 1	368	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	247	677	-	-	1174	-
Stage 1	700	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	244	677	-	-	1174	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	491	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	391	1174	-
HCM Lane V/C Ratio	-	-	0.136	0.011	-
HCM Control Delay (s)	-	-	15.7	8.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Cumulative Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	27	0	0	0	38	341	0	0	597	47
Future Vol, veh/h	12	0	27	0	0	0	38	341	0	0	597	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	2	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	29	0	0	0	41	371	0	0	649	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1128	1128	675	1142	1153	371	700	0	0	371	0	0
Stage 1	675	675	-	453	453	-	-	-	-	-	-	-
Stage 2	453	453	-	689	700	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.52	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.018	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	178	204	447	177	197	675	897	-	-	1188	-	-
Stage 1	437	453	-	586	570	-	-	-	-	-	-	-
Stage 2	579	570	-	436	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	172	195	447	160	188	675	897	-	-	1188	-	-
Mov Cap-2 Maneuver	172	195	-	160	188	-	-	-	-	-	-	-
Stage 1	417	453	-	559	544	-	-	-	-	-	-	-
Stage 2	553	544	-	407	441	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19	0	0.9	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	897	-	-	300	-	-	1188	-	-
HCM Lane V/C Ratio	0.046	-	-	0.141	-	-	-	-	-
HCM Control Delay (s)	9.2	-	-	19	0	0	0	-	-
HCM Lane LOS	A	-	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	-	-	0	-	-

HCM 6th AWSC — Cumulative Conditions

3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road) — PM Peak Hour

Intersection	
Intersection Delay, s/veh	22.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	19	6	41	21	187	14	148	46	407	266	6
Future Vol, veh/h	9	19	6	41	21	187	14	148	46	407	266	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	3	3	3
Mvmt Flow	10	21	7	45	23	203	15	161	50	442	289	7
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	11.7	13.4	13.1	28.7
HCM LOS	B	B	B	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	26%	66%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	56%	34%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	18%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	148	46	34	62	187	407	266	6
LT Vol	14	0	0	9	41	0	407	0	0
Through Vol	0	148	0	19	21	0	0	266	0
RT Vol	0	0	46	6	0	187	0	0	6
Lane Flow Rate	15	161	50	37	67	203	442	289	7
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.034	0.338	0.095	0.085	0.148	0.389	0.847	0.513	0.01
Departure Headway (Hd)	8.073	7.562	6.847	8.239	7.917	6.895	7.001	6.492	5.781
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	478	525	436	455	524	522	558	623
Service Time	5.793	5.282	4.567	5.961	5.63	4.595	4.701	4.192	3.481
HCM Lane V/C Ratio	0.034	0.337	0.095	0.085	0.147	0.387	0.847	0.518	0.011
HCM Control Delay	11.1	14.1	10.3	11.7	12	13.9	37.4	15.8	8.5
HCM Lane LOS	B	B	B	B	B	B	E	C	A
HCM 95th-tile Q	0.1	1.5	0.3	0.3	0.5	1.8	8.8	2.9	0

HCM 6th TWSC
4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Cumulative Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	455	49	58	235	0	13	0	90	0	0	0
Future Vol, veh/h	0	455	49	58	235	0	13	0	90	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	495	53	63	255	0	14	0	98	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	-	495	0	0	876	876	495	925	876	255
Stage 1	-	-	-	-	-	-	495	495	-	381	381	-
Stage 2	-	-	-	-	-	-	381	381	-	544	495	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1310	-	0	1069	-	-	269	287	575	250	287	784
Stage 1	-	-	0	-	-	-	556	546	-	641	613	-
Stage 2	-	-	0	-	-	-	641	613	-	523	546	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1310	-	-	1069	-	-	257	270	575	198	270	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	270	-	198	270	-
Stage 1	-	-	-	-	-	-	556	546	-	641	577	-
Stage 2	-	-	-	-	-	-	603	577	-	434	546	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	14.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	497	1310	-	1069	-	-	-
HCM Lane V/C Ratio	0.225	-	-	0.059	-	-	-
HCM Control Delay (s)	14.3	0	-	8.6	-	-	0
HCM Lane LOS	B	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.9	0	-	0.2	-	-	-

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Cumulative Plus Project Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	9	480	19	4	221
Future Vol, veh/h	13	9	480	19	4	221
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	18	3	3	12	12
Mvmt Flow	14	10	522	21	4	240

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	781	533	0	0	543	0
Stage 1	533	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.22	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.308	-
Pot Cap-1 Maneuver	342	517	-	-	977	-
Stage 1	557	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	341	517	-	-	977	-
Mov Cap-2 Maneuver	441	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	469	977	-
HCM Lane V/C Ratio	-	-	0.051	0.004	-
HCM Control Delay (s)	-	-	13.1	8.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	2	14	30	2	77	20	389	61	51	182	4
Future Vol, veh/h	29	2	14	30	2	77	20	389	61	51	182	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	2	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	2	15	33	2	84	22	423	66	55	198	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	853	843	200	819	812	456	202	0	0	489	0	0
Stage 1	310	310	-	500	500	-	-	-	-	-	-	-
Stage 2	543	533	-	319	312	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.52	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.018	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	275	300	831	294	313	604	1370	-	-	1074	-	-
Stage 1	692	659	-	553	543	-	-	-	-	-	-	-
Stage 2	517	525	-	693	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	224	280	831	272	292	604	1370	-	-	1074	-	-
Mov Cap-2 Maneuver	224	280	-	272	292	-	-	-	-	-	-	-
Stage 1	681	625	-	544	534	-	-	-	-	-	-	-
Stage 2	436	517	-	643	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.7	14.3	0.3	1.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1370	-	-	293	273	604	1074	-	-
HCM Lane V/C Ratio	0.016	-	-	0.167	0.127	0.139	0.052	-	-
HCM Control Delay (s)	7.7	-	-	19.7	20.1	11.9	8.5	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.4	0.5	0.2	-	-

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	10	6	79	36	292	19	177	36	113	122	9
Future Vol, veh/h	10	10	6	79	36	292	19	177	36	113	122	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	3	3	3	8	8	8	11	11	11
Mvmt Flow	11	11	7	86	39	317	21	192	39	123	133	10
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	10.6	13.2	12.7	12.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	38%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	38%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	23%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	177	36	26	115	292	113	122	9
LT Vol	19	0	0	10	79	0	113	0	0
Through Vol	0	177	0	10	36	0	0	122	0
RT Vol	0	0	36	6	0	292	0	0	9
Lane Flow Rate	21	192	39	28	125	317	123	133	10
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.042	0.366	0.067	0.058	0.232	0.498	0.251	0.253	0.017
Departure Headway (Hd)	7.363	6.854	6.14	7.356	6.687	5.644	7.368	6.859	6.146
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	485	523	580	484	535	635	486	521	579
Service Time	5.134	4.624	3.91	5.145	4.448	3.404	5.139	4.629	3.915
HCM Lane V/C Ratio	0.043	0.367	0.067	0.058	0.234	0.499	0.253	0.255	0.017
HCM Control Delay	10.5	13.6	9.4	10.6	11.5	13.9	12.6	12	9
HCM Lane LOS	B	B	A	B	B	B	B	B	A
HCM 95th-tile Q	0.1	1.7	0.2	0.2	0.9	2.8	1	1	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	115	18	25	346	59	7	2	12	33	2	47
Future Vol, veh/h	23	115	18	25	346	59	7	2	12	33	2	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	125	20	27	376	64	8	2	13	36	2	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	-	125	0	0	664	669	125	645	637	408
Stage 1	-	-	-	-	-	-	175	175	-	462	462	-
Stage 2	-	-	-	-	-	-	489	494	-	183	175	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1120	-	0	1462	-	-	374	379	926	385	395	643
Stage 1	-	-	0	-	-	-	827	754	-	580	565	-
Stage 2	-	-	0	-	-	-	561	546	-	819	754	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1120	-	-	1462	-	-	332	363	926	366	378	643
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	363	-	366	378	-
Stage 1	-	-	-	-	-	-	807	736	-	566	555	-
Stage 2	-	-	-	-	-	-	505	536	-	786	736	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.4	12.1	14
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	531	1120	-	1462	-	-	487
HCM Lane V/C Ratio	0.043	0.022	-	0.019	-	-	0.183
HCM Control Delay (s)	12.1	8.3	0	7.5	-	-	14
HCM Lane LOS	B	A	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	0.1	-	-	0.7

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Cumulative Plus Project Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	6	348	29	12	639
Future Vol, veh/h	44	6	348	29	12	639
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	7	378	32	13	695

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1115	394	0	0	410	0
Stage 1	394	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	230	655	-	-	1149	-
Stage 1	681	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	227	655	-	-	1149	-
Mov Cap-2 Maneuver	354	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	477	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	375	1149	-
HCM Lane V/C Ratio	-	-	0.145	0.011	-
HCM Control Delay (s)	-	-	16.2	8.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	2	27	50	2	47	38	317	33	67	553	47
Future Vol, veh/h	12	2	27	50	2	47	38	317	33	67	553	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	2	29	54	2	51	41	345	36	73	601	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1245	1236	627	1233	1243	363	652	0	0	381	0	0
Stage 1	773	773	-	445	445	-	-	-	-	-	-	-
Stage 2	472	463	-	788	798	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	148	173	476	154	174	682	935	-	-	1177	-	-
Stage 1	386	403	-	592	575	-	-	-	-	-	-	-
Stage 2	565	557	-	384	398	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	155	476	132	156	682	935	-	-	1177	-	-
Mov Cap-2 Maneuver	125	155	-	132	156	-	-	-	-	-	-	-
Stage 1	369	378	-	566	550	-	-	-	-	-	-	-
Stage 2	498	532	-	336	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.7	31.7	0.9	0.8
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	935	-	-	248	133	682	1177	-	-
HCM Lane V/C Ratio	0.044	-	-	0.18	0.425	0.075	0.062	-	-
HCM Control Delay (s)	9	-	-	22.7	50.7	10.7	8.3	-	-
HCM Lane LOS	A	-	-	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	1.9	0.2	0.2	-	-

Intersection	
Intersection Delay, s/veh	23.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	20	6	50	22	187	14	154	55	407	272	6
Future Vol, veh/h	9	20	6	50	22	187	14	154	55	407	272	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	3	3	3
Mvmt Flow	10	22	7	54	24	203	15	167	60	442	296	7
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	11.9	13.7	13.4	31.4
HCM LOS	B	B	B	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	26%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	57%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	17%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	154	55	35	72	187	407	272	6
LT Vol	14	0	0	9	50	0	407	0	0
Through Vol	0	154	0	20	22	0	0	272	0
RT Vol	0	0	55	6	0	187	0	0	6
Lane Flow Rate	15	167	60	38	78	203	442	296	7
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.035	0.356	0.115	0.088	0.174	0.394	0.874	0.542	0.011
Departure Headway (Hd)	8.166	7.655	6.94	8.374	8.027	6.975	7.111	6.602	5.89
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	439	470	517	428	448	516	513	550	611
Service Time	5.908	5.396	4.681	6.126	5.766	4.713	4.811	4.302	3.59
HCM Lane V/C Ratio	0.034	0.355	0.116	0.089	0.174	0.393	0.862	0.538	0.011
HCM Control Delay	11.2	14.6	10.6	11.9	12.5	14.2	41.5	16.8	8.7
HCM Lane LOS	B	B	B	B	B	B	E	C	A
HCM 95th-tile Q	0.1	1.6	0.4	0.3	0.6	1.9	9.5	3.2	0

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	426	49	58	219	35	13	2	90	45	2	27
Future Vol, veh/h	37	426	49	58	219	35	13	2	90	45	2	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	220	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	463	53	63	238	38	14	2	98	49	2	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	-	463	0	0	942	945	463	976	926	257
Stage 1	-	-	-	-	-	-	543	543	-	383	383	-
Stage 2	-	-	-	-	-	-	399	402	-	593	543	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1287	-	0	1098	-	-	243	262	599	230	269	782
Stage 1	-	-	0	-	-	-	524	520	-	640	612	-
Stage 2	-	-	0	-	-	-	627	600	-	492	520	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1287	-	-	1098	-	-	215	237	599	177	243	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	237	-	177	243	-
Stage 1	-	-	-	-	-	-	502	498	-	613	577	-
Stage 2	-	-	-	-	-	-	567	566	-	393	498	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.6	14.9	26.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	479	1287	-	1098	-	-	249
HCM Lane V/C Ratio	0.238	0.031	-	0.057	-	-	0.323
HCM Control Delay (s)	14.9	7.9	0	8.5	-	-	26.2
HCM Lane LOS	B	A	A	A	-	-	D
HCM 95th %tile Q(veh)	0.9	0.1	-	0.2	-	-	1.3

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	7	419	16	3	193
Future Vol, veh/h	11	7	419	16	3	193
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	18	3	3	12	12
Mvmt Flow	12	8	455	17	3	210

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	680	464	0	0	472	0
Stage 1	464	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.22	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.308	-
Pot Cap-1 Maneuver	393	566	-	-	1040	-
Stage 1	601	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	392	566	-	-	1040	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	1040	-
HCM Lane V/C Ratio	-	-	0.038	0.003	-
HCM Control Delay (s)	-	-	12.3	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	12	26	1	67	17	340	53	44	159	3
Future Vol, veh/h	25	1	12	26	1	67	17	340	53	44	159	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	13	13	13
Mvmt Flow	27	1	13	28	1	73	18	370	58	48	173	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	743	735	175	713	707	399	176	0	0	428	0	0
Stage 1	271	271	-	435	435	-	-	-	-	-	-	-
Stage 2	472	464	-	278	272	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.23	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.317	-	-
Pot Cap-1 Maneuver	331	347	868	347	360	651	1388	-	-	1075	-	-
Stage 1	735	685	-	600	580	-	-	-	-	-	-	-
Stage 2	573	564	-	728	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	281	327	868	326	339	651	1388	-	-	1075	-	-
Mov Cap-2 Maneuver	281	327	-	434	429	-	-	-	-	-	-	-
Stage 1	725	654	-	592	572	-	-	-	-	-	-	-
Stage 2	501	557	-	684	654	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	12	0.3	1.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1388	-	-	359	434	651	1075	-	-
HCM Lane V/C Ratio	0.013	-	-	0.115	0.068	0.112	0.044	-	-
HCM Control Delay (s)	7.6	-	-	16.3	13.9	11.2	8.5	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.4	0.1	-	-

HCM 6th AWSC

3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	8	5	69	31	255	16	154	31	98	106	7
Future Vol, veh/h	8	8	5	69	31	255	16	154	31	98	106	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	5	5	5	3	3	3	8	8	8	11	11	11
Mvmt Flow	8	8	5	72	32	266	17	160	32	102	110	7
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	9.8	11.1	11.1	11
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	38%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	38%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	24%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	154	31	21	100	255	98	106	7
LT Vol	16	0	0	8	69	0	98	0	0
Through Vol	0	154	0	8	31	0	0	106	0
RT Vol	0	0	31	5	0	255	0	0	7
Lane Flow Rate	17	160	32	22	104	266	102	110	7
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.032	0.286	0.051	0.041	0.183	0.39	0.197	0.197	0.012
Departure Headway (Hd)	6.924	6.417	5.706	6.804	6.33	5.286	6.936	6.428	5.718
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	517	560	627	525	567	680	518	559	626
Service Time	4.663	4.156	3.445	4.555	4.065	3.021	4.673	4.166	3.455
HCM Lane V/C Ratio	0.033	0.286	0.051	0.042	0.183	0.391	0.197	0.197	0.011
HCM Control Delay	9.9	11.7	8.8	9.8	10.5	11.4	11.4	10.7	8.5
HCM Lane LOS	A	B	A	A	B	B	B	B	A
HCM 95th-tile Q	0.1	1.2	0.2	0.1	0.7	1.9	0.7	0.7	0

HCM 6th TWSC
4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	100	15	21	302	51	6	1	10	28	1	41
Future Vol, veh/h	20	100	15	21	302	51	6	1	10	28	1	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	75	-	220	220	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	13	13	13	2	2	2	6	6	6	2	2	2
Mvmt Flow	21	105	16	22	318	54	6	1	11	29	1	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	372	0	-	105	0	0	558	563	105	542	536	345
Stage 1	-	-	-	-	-	-	147	147	-	389	389	-
Stage 2	-	-	-	-	-	-	411	416	-	153	147	-
Critical Hdwy	4.23	-	-	4.12	-	-	7.16	6.56	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.12	5.52	-
Follow-up Hdwy	2.317	-	-	2.218	-	-	3.554	4.054	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	1128	-	0	1486	-	-	434	430	939	451	451	698
Stage 1	-	-	0	-	-	-	846	768	-	635	608	-
Stage 2	-	-	0	-	-	-	610	585	-	849	775	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1128	-	-	1486	-	-	396	415	939	434	436	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	415	-	434	436	-
Stage 1	-	-	-	-	-	-	830	753	-	623	599	-
Stage 2	-	-	-	-	-	-	563	576	-	823	760	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.4	11.2	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	603	1128	-	1486	-	-	434	698
HCM Lane V/C Ratio	0.03	0.019	-	0.015	-	-	0.07	0.062
HCM Control Delay (s)	11.2	8.3	-	7.5	-	-	13.9	10.5
HCM Lane LOS	B	A	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	0.1	-	0	-	-	0.2	0.2

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	5	304	25	10	558
Future Vol, veh/h	38	5	304	25	10	558
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	6	349	29	11	641

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1027	364	0	0	378	0
Stage 1	364	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	260	681	-	-	1180	-
Stage 1	703	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	258	681	-	-	1180	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	402	1180	-
HCM Lane V/C Ratio	-	-	0.123	0.01	-
HCM Control Delay (s)	-	-	15.2	8.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	23	43	1	41	33	277	28	58	483	41
Future Vol, veh/h	10	1	23	43	1	41	33	277	28	58	483	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	26	49	1	47	38	318	32	67	555	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1147	1139	579	1136	1146	334	602	0	0	350	0	0
Stage 1	713	713	-	410	410	-	-	-	-	-	-	-
Stage 2	434	426	-	726	736	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	173	198	507	179	199	708	975	-	-	1209	-	-
Stage 1	417	429	-	619	595	-	-	-	-	-	-	-
Stage 2	593	579	-	416	425	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	150	180	507	157	181	708	975	-	-	1209	-	-
Mov Cap-2 Maneuver	150	180	-	258	279	-	-	-	-	-	-	-
Stage 1	401	405	-	595	572	-	-	-	-	-	-	-
Stage 2	531	556	-	371	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.4	16.6	0.9	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	975	-	-	289	258	708	1209	-	-
HCM Lane V/C Ratio	0.039	-	-	0.135	0.196	0.067	0.055	-	-
HCM Control Delay (s)	8.8	-	-	19.4	22.3	10.4	8.2	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.7	0.2	0.2	-	-

HCM 6th AWSC

3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	17	5	43	19	163	12	134	48	355	237	5
Future Vol, veh/h	7	17	5	43	19	163	12	134	48	355	237	5
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	3	3	3
Mvmt Flow	7	17	5	43	19	165	12	135	48	359	239	5
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	10.7	11.4	11.3	17.4
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	24%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	59%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	17%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	134	48	29	62	163	355	237	5
LT Vol	12	0	0	7	43	0	355	0	0
Through Vol	0	134	0	17	19	0	0	237	0
RT Vol	0	0	48	5	0	163	0	0	5
Lane Flow Rate	12	135	48	29	63	165	359	239	5
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.025	0.259	0.083	0.061	0.127	0.286	0.649	0.4	0.007
Departure Headway (Hd)	7.389	6.881	6.171	7.436	7.311	6.263	6.52	6.014	5.306
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	483	520	578	480	489	571	552	598	672
Service Time	5.155	4.647	3.936	5.215	5.076	4.028	4.268	3.762	3.054
HCM Lane V/C Ratio	0.025	0.26	0.083	0.06	0.129	0.289	0.65	0.4	0.007
HCM Control Delay	10.3	12.1	9.5	10.7	11.1	11.5	20.6	12.7	8.1
HCM Lane LOS	B	B	A	B	B	B	C	B	A
HCM 95th-tile Q	0.1	1	0.3	0.2	0.4	1.2	4.6	1.9	0

HCM 6th TWSC
4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	372	42	50	191	30	11	1	78	39	1	23
Future Vol, veh/h	32	372	42	50	191	30	11	1	78	39	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	75	-	220	220	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	433	49	58	222	35	13	1	91	45	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	257	0	-	433	0	0	877	880	433	909	863	240
Stage 1	-	-	-	-	-	-	507	507	-	356	356	-
Stage 2	-	-	-	-	-	-	370	373	-	553	507	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1308	-	0	1127	-	-	269	286	623	256	292	799
Stage 1	-	-	0	-	-	-	548	539	-	661	629	-
Stage 2	-	-	0	-	-	-	650	618	-	517	539	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1308	-	-	1127	-	-	244	264	623	205	269	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	264	-	205	269	-
Stage 1	-	-	-	-	-	-	533	524	-	642	597	-
Stage 2	-	-	-	-	-	-	595	586	-	428	524	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.5	13.7	21
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	517	1308	-	1127	-	-	206	799
HCM Lane V/C Ratio	0.202	0.028	-	0.052	-	-	0.226	0.033
HCM Control Delay (s)	13.7	7.8	-	8.4	-	-	27.5	9.7
HCM Lane LOS	B	A	-	A	-	-	D	A
HCM 95th %tile Q(veh)	0.8	0.1	-	0.2	-	-	0.8	0.1

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	8	450	18	4	207
Future Vol, veh/h	12	8	450	18	4	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	18	3	3	12	12
Mvmt Flow	13	9	489	20	4	225

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	732	499	0	0	509	0
Stage 1	499	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.22	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.308	-
Pot Cap-1 Maneuver	366	541	-	-	1007	-
Stage 1	578	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	365	541	-	-	1007	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	1007	-
HCM Lane V/C Ratio	-	-	0.044	0.004	-
HCM Control Delay (s)	-	-	12.7	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	2	13	28	2	72	19	365	57	48	171	4
Future Vol, veh/h	27	2	13	28	2	72	19	365	57	48	171	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	13	13	13
Mvmt Flow	29	2	14	30	2	78	21	397	62	52	186	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	802	793	188	770	764	428	190	0	0	459	0	0
Stage 1	292	292	-	470	470	-	-	-	-	-	-	-
Stage 2	510	501	-	300	294	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.23	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.317	-	-
Pot Cap-1 Maneuver	302	321	854	318	334	627	1372	-	-	1046	-	-
Stage 1	716	671	-	574	560	-	-	-	-	-	-	-
Stage 2	546	543	-	709	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	250	300	854	296	313	627	1372	-	-	1046	-	-
Mov Cap-2 Maneuver	250	300	-	408	408	-	-	-	-	-	-	-
Stage 1	705	637	-	565	552	-	-	-	-	-	-	-
Stage 2	469	535	-	660	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18	12.5	0.3	1.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1372	-	-	323	408	627	1046	-	-
HCM Lane V/C Ratio	0.015	-	-	0.141	0.08	0.125	0.05	-	-
HCM Control Delay (s)	7.7	-	-	18	14.6	11.6	8.6	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0.4	0.2	-	-

HCM 6th AWSC

3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	9	6	74	34	274	18	166	34	106	114	8
Future Vol, veh/h	9	9	6	74	34	274	18	166	34	106	114	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	3	3	3	8	8	8	11	11	11
Mvmt Flow	10	10	7	80	37	298	20	180	37	115	124	9
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	10.3	12.3	12	11.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	38%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	38%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	25%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	166	34	24	108	274	106	114	8
LT Vol	18	0	0	9	74	0	106	0	0
Through Vol	0	166	0	9	34	0	0	114	0
RT Vol	0	0	34	6	0	274	0	0	8
Lane Flow Rate	20	180	37	26	117	298	115	124	9
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.039	0.335	0.061	0.052	0.214	0.456	0.231	0.231	0.014
Departure Headway (Hd)	7.196	6.687	5.975	7.13	6.553	5.511	7.206	6.697	5.985
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	496	536	597	500	547	652	498	535	596
Service Time	4.956	4.447	3.734	4.904	4.302	3.259	4.964	4.455	3.743
HCM Lane V/C Ratio	0.04	0.336	0.062	0.052	0.214	0.457	0.231	0.232	0.015
HCM Control Delay	10.3	12.8	9.1	10.3	11.1	12.8	12.1	11.5	8.8
HCM Lane LOS	B	B	A	B	B	B	B	B	A
HCM 95th-tile Q	0.1	1.5	0.2	0.2	0.8	2.4	0.9	0.9	0

HCM 6th TWSC
4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	108	17	23	324	55	7	2	11	31	2	44
Future Vol, veh/h	22	108	17	23	324	55	7	2	11	31	2	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	75	-	220	220	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	13	13	2	2	2	6	6	6	2	2	2
Mvmt Flow	24	117	18	25	352	60	8	2	12	34	2	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	412	0	-	117	0	0	622	627	117	604	597	382
Stage 1	-	-	-	-	-	-	165	165	-	432	432	-
Stage 2	-	-	-	-	-	-	457	462	-	172	165	-
Critical Hdwy	4.23	-	-	4.12	-	-	7.16	6.56	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.12	5.52	-
Follow-up Hdwy	2.317	-	-	2.218	-	-	3.554	4.054	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	1090	-	0	1471	-	-	393	395	924	410	416	665
Stage 1	-	-	0	-	-	-	828	754	-	602	582	-
Stage 2	-	-	0	-	-	-	576	558	-	830	762	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1090	-	-	1471	-	-	353	380	924	391	400	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	380	-	391	400	-
Stage 1	-	-	-	-	-	-	810	737	-	589	572	-
Stage 2	-	-	-	-	-	-	523	549	-	799	745	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.4	11.9	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	541	1090	-	1471	-	-	392	665
HCM Lane V/C Ratio	0.04	0.022	-	0.017	-	-	0.092	0.072
HCM Control Delay (s)	11.9	8.4	-	7.5	-	-	15.1	10.8
HCM Lane LOS	B	A	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.1	-	0.1	-	-	0.3	0.2

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	6	326	27	11	599
Future Vol, veh/h	41	6	326	27	11	599
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	7	354	29	12	651

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1044	369	0	0	383	0
Stage 1	369	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	254	677	-	-	1175	-
Stage 1	699	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	251	677	-	-	1175	-
Mov Cap-2 Maneuver	376	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	399	1175	-
HCM Lane V/C Ratio	-	-	0.128	0.01	-
HCM Control Delay (s)	-	-	15.3	8.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	2	25	47	2	44	36	297	31	63	518	44
Future Vol, veh/h	11	2	25	47	2	44	36	297	31	63	518	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	2	27	51	2	48	39	323	34	68	563	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1166	1158	587	1156	1165	340	611	0	0	357	0	0
Stage 1	723	723	-	418	418	-	-	-	-	-	-	-
Stage 2	443	435	-	738	747	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	168	193	502	174	194	702	968	-	-	1202	-	-
Stage 1	411	425	-	612	591	-	-	-	-	-	-	-
Stage 2	586	574	-	410	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	144	175	502	151	176	702	968	-	-	1202	-	-
Mov Cap-2 Maneuver	144	175	-	251	274	-	-	-	-	-	-	-
Stage 1	395	401	-	588	567	-	-	-	-	-	-	-
Stage 2	522	551	-	364	396	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.3	17.1	0.9	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	968	-	-	276	252	702	1202	-	-
HCM Lane V/C Ratio	0.04	-	-	0.15	0.211	0.068	0.057	-	-
HCM Control Delay (s)	8.9	-	-	20.3	23.1	10.5	8.2	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.8	0.2	0.2	-	-

HCM 6th AWSC

3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	19	6	47	21	175	13	144	52	381	255	6
Future Vol, veh/h	8	19	6	47	21	175	13	144	52	381	255	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	3	3	3
Mvmt Flow	9	21	7	51	23	190	14	157	57	414	277	7
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	11.5	12.9	12.7	24.3
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	24%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	58%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	18%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	144	52	33	68	175	381	255	6
LT Vol	13	0	0	8	47	0	381	0	0
Through Vol	0	144	0	19	21	0	0	255	0
RT Vol	0	0	52	6	0	175	0	0	6
Lane Flow Rate	14	157	57	36	74	190	414	277	7
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.031	0.323	0.105	0.081	0.161	0.358	0.787	0.488	0.01
Departure Headway (Hd)	7.94	7.426	6.716	8.08	7.824	6.775	6.842	6.334	5.624
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	453	487	536	445	461	535	526	563	629
Service Time	5.653	5.143	4.429	5.799	5.526	4.476	4.64	4.132	3.421
HCM Lane V/C Ratio	0.031	0.322	0.106	0.081	0.161	0.355	0.787	0.492	0.011
HCM Control Delay	10.9	13.7	10.2	11.5	12	13.2	30.7	15.1	8.5
HCM Lane LOS	B	B	B	B	B	B	D	C	A
HCM 95th-tile Q	0.1	1.4	0.3	0.3	0.6	1.6	7.3	2.7	0

HCM 6th TWSC
4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	399	46	54	205	33	12	2	84	42	2	25
Future Vol, veh/h	35	399	46	54	205	33	12	2	84	42	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	75	-	220	220	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	434	50	59	223	36	13	2	91	46	2	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	-	434	0	0	884	887	434	916	869	241
Stage 1	-	-	-	-	-	-	510	510	-	359	359	-
Stage 2	-	-	-	-	-	-	374	377	-	557	510	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	0	1126	-	-	266	283	622	253	290	798
Stage 1	-	-	0	-	-	-	546	538	-	659	627	-
Stage 2	-	-	0	-	-	-	647	616	-	515	538	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1306	-	-	1126	-	-	240	261	622	201	267	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	240	261	-	201	267	-
Stage 1	-	-	-	-	-	-	530	522	-	640	594	-
Stage 2	-	-	-	-	-	-	590	584	-	425	522	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.5	13.9	21.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	509	1306	-	1126	-	-	203	798
HCM Lane V/C Ratio	0.209	0.029	-	0.052	-	-	0.236	0.034
HCM Control Delay (s)	13.9	7.8	-	8.4	-	-	28.1	9.7
HCM Lane LOS	B	A	-	A	-	-	D	A
HCM 95th %tile Q(veh)	0.8	0.1	-	0.2	-	-	0.9	0.1

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	9	480	19	4	221
Future Vol, veh/h	13	9	480	19	4	221
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	18	3	3	12	12
Mvmt Flow	14	10	522	21	4	240

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	781	533	0	0	543	0
Stage 1	533	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.22	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.308	-
Pot Cap-1 Maneuver	342	517	-	-	977	-
Stage 1	557	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	341	517	-	-	977	-
Mov Cap-2 Maneuver	441	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	469	977	-
HCM Lane V/C Ratio	-	-	0.051	0.004	-
HCM Control Delay (s)	-	-	13.1	8.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	2	14	30	2	77	20	389	61	51	182	4
Future Vol, veh/h	29	2	14	30	2	77	20	389	61	51	182	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	13	13	13
Mvmt Flow	32	2	15	33	2	84	22	423	66	55	198	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	853	843	200	819	812	456	202	0	0	489	0	0
Stage 1	310	310	-	500	500	-	-	-	-	-	-	-
Stage 2	543	533	-	319	312	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.23	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.317	-	-
Pot Cap-1 Maneuver	279	300	841	294	313	604	1358	-	-	1020	-	-
Stage 1	700	659	-	553	543	-	-	-	-	-	-	-
Stage 2	524	525	-	693	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	227	279	841	272	291	604	1358	-	-	1020	-	-
Mov Cap-2 Maneuver	227	279	-	388	390	-	-	-	-	-	-	-
Stage 1	689	623	-	544	534	-	-	-	-	-	-	-
Stage 2	442	517	-	642	622	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.5	12.9	0.3	1.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1358	-	-	297	388	604	1020	-	-
HCM Lane V/C Ratio	0.016	-	-	0.165	0.09	0.139	0.054	-	-
HCM Control Delay (s)	7.7	-	-	19.5	15.2	11.9	8.7	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.5	0.2	-	-

HCM 6th AWSC
3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	10	6	79	36	292	19	177	36	113	122	9
Future Vol, veh/h	10	10	6	79	36	292	19	177	36	113	122	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	3	3	3	8	8	8	11	11	11
Mvmt Flow	11	11	7	86	39	317	21	192	39	123	133	10
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	10.6	13.2	12.7	12.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	38%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	38%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	23%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	177	36	26	115	292	113	122	9
LT Vol	19	0	0	10	79	0	113	0	0
Through Vol	0	177	0	10	36	0	0	122	0
RT Vol	0	0	36	6	0	292	0	0	9
Lane Flow Rate	21	192	39	28	125	317	123	133	10
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.042	0.366	0.067	0.058	0.232	0.498	0.251	0.253	0.017
Departure Headway (Hd)	7.363	6.854	6.14	7.356	6.687	5.644	7.368	6.859	6.146
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	485	523	580	484	535	635	486	521	579
Service Time	5.134	4.624	3.91	5.145	4.448	3.404	5.139	4.629	3.915
HCM Lane V/C Ratio	0.043	0.367	0.067	0.058	0.234	0.499	0.253	0.255	0.017
HCM Control Delay	10.5	13.6	9.4	10.6	11.5	13.9	12.6	12	9
HCM Lane LOS	B	B	A	B	B	B	B	B	A
HCM 95th-tile Q	0.1	1.7	0.2	0.2	0.9	2.8	1	1	0.1

HCM 6th TWSC
4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	115	18	25	346	59	7	2	12	33	2	47
Future Vol, veh/h	23	115	18	25	346	59	7	2	12	33	2	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	75	-	220	220	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	13	13	2	2	2	6	6	6	2	2	2
Mvmt Flow	25	125	20	27	376	64	8	2	13	36	2	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	-	125	0	0	664	669	125	645	637	408
Stage 1	-	-	-	-	-	-	175	175	-	462	462	-
Stage 2	-	-	-	-	-	-	489	494	-	183	175	-
Critical Hdwy	4.23	-	-	4.12	-	-	7.16	6.56	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.12	5.52	-
Follow-up Hdwy	2.317	-	-	2.218	-	-	3.554	4.054	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	1064	-	0	1462	-	-	369	374	915	385	395	643
Stage 1	-	-	0	-	-	-	818	747	-	580	565	-
Stage 2	-	-	0	-	-	-	553	540	-	819	754	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1064	-	-	1462	-	-	327	359	915	366	379	643
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	359	-	366	379	-
Stage 1	-	-	-	-	-	-	799	730	-	567	555	-
Stage 2	-	-	-	-	-	-	498	530	-	786	737	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.4	12.2	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	524	1064	-	1462	-	-	367	643
HCM Lane V/C Ratio	0.044	0.023	-	0.019	-	-	0.104	0.079
HCM Control Delay (s)	12.2	8.5	-	7.5	-	-	15.9	11.1
HCM Lane LOS	B	A	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.1	-	0.1	-	-	0.3	0.3

HCM 6th TWSC
1: Highway 49 (Coloma Road) & Northside Drive

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	6	348	29	12	639
Future Vol, veh/h	44	6	348	29	12	639
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	7	378	32	13	695

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1115	394	0	0	410	0
Stage 1	394	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	230	655	-	-	1149	-
Stage 1	681	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	227	655	-	-	1149	-
Mov Cap-2 Maneuver	354	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	477	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	375	1149	-
HCM Lane V/C Ratio	-	-	0.145	0.011	-
HCM Control Delay (s)	-	-	16.2	8.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

HCM 6th TWSC
2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	2	27	50	2	47	38	317	33	67	553	47
Future Vol, veh/h	12	2	27	50	2	47	38	317	33	67	553	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	2	29	54	2	51	41	345	36	73	601	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1245	1236	627	1233	1243	363	652	0	0	381	0	0
Stage 1	773	773	-	445	445	-	-	-	-	-	-	-
Stage 2	472	463	-	788	798	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	148	173	476	154	174	682	935	-	-	1177	-	-
Stage 1	386	403	-	592	575	-	-	-	-	-	-	-
Stage 2	565	557	-	384	398	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	155	476	132	156	682	935	-	-	1177	-	-
Mov Cap-2 Maneuver	125	155	-	229	253	-	-	-	-	-	-	-
Stage 1	369	378	-	566	550	-	-	-	-	-	-	-
Stage 2	498	532	-	336	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.7	18.6	0.9	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	935	-	-	248	230	682	1177	-	-
HCM Lane V/C Ratio	0.044	-	-	0.18	0.246	0.075	0.062	-	-
HCM Control Delay (s)	9	-	-	22.7	25.7	10.7	8.3	-	-
HCM Lane LOS	A	-	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.9	0.2	0.2	-	-

HCM 6th AWSC
3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Road)

Intersection	
Intersection Delay, s/veh	23.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	20	6	50	22	187	14	154	55	407	272	6
Future Vol, veh/h	9	20	6	50	22	187	14	154	55	407	272	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	3	3	3
Mvmt Flow	10	22	7	54	24	203	15	167	60	442	296	7
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	11.9	13.7	13.4	31.4
HCM LOS	B	B	B	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	26%	69%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	57%	31%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	17%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	154	55	35	72	187	407	272	6
LT Vol	14	0	0	9	50	0	407	0	0
Through Vol	0	154	0	20	22	0	0	272	0
RT Vol	0	0	55	6	0	187	0	0	6
Lane Flow Rate	15	167	60	38	78	203	442	296	7
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.035	0.356	0.115	0.088	0.174	0.394	0.874	0.542	0.011
Departure Headway (Hd)	8.166	7.655	6.94	8.374	8.027	6.975	7.111	6.602	5.89
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	439	470	517	428	448	516	513	550	611
Service Time	5.908	5.396	4.681	6.126	5.766	4.713	4.811	4.302	3.59
HCM Lane V/C Ratio	0.034	0.355	0.116	0.089	0.174	0.393	0.862	0.538	0.011
HCM Control Delay	11.2	14.6	10.6	11.9	12.5	14.2	41.5	16.8	8.7
HCM Lane LOS	B	B	B	B	B	B	E	C	A
HCM 95th-tile Q	0.1	1.6	0.4	0.3	0.6	1.9	9.5	3.2	0

HCM 6th TWSC
4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	426	49	58	219	35	13	2	90	45	2	27
Future Vol, veh/h	37	426	49	58	219	35	13	2	90	45	2	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	75	-	220	220	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	463	53	63	238	38	14	2	98	49	2	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	-	463	0	0	942	945	463	976	926	257
Stage 1	-	-	-	-	-	-	543	543	-	383	383	-
Stage 2	-	-	-	-	-	-	399	402	-	593	543	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1287	-	0	1098	-	-	243	262	599	230	269	782
Stage 1	-	-	0	-	-	-	524	520	-	640	612	-
Stage 2	-	-	0	-	-	-	627	600	-	492	520	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1287	-	-	1098	-	-	217	239	599	178	246	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	239	-	178	246	-
Stage 1	-	-	-	-	-	-	508	504	-	620	577	-
Stage 2	-	-	-	-	-	-	567	566	-	397	504	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.6	14.8	24.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	480	1287	-	1098	-	-	180	782
HCM Lane V/C Ratio	0.238	0.031	-	0.057	-	-	0.284	0.038
HCM Control Delay (s)	14.8	7.9	-	8.5	-	-	32.7	9.8
HCM Lane LOS	B	A	-	A	-	-	D	A
HCM 95th %tile Q(veh)	0.9	0.1	-	0.2	-	-	1.1	0.1

Attachment D: Intersection Queuing Results

Queuing and Blocking Report
Existing Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	54	24
Average Queue (ft)	12	2
95th Queue (ft)	39	12
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	NB
Directions Served	LTR	L
Maximum Queue (ft)	51	34
Average Queue (ft)	22	2
95th Queue (ft)	47	14
Link Distance (ft)	39	
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		50
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	28	56	99	37	96	59	66	65	29
Average Queue (ft)	10	25	39	10	47	16	29	27	3
95th Queue (ft)	30	43	73	32	78	44	52	50	15
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		8	1			
Queuing Penalty (veh)		0	0		3	1			

Queuing and Blocking Report
Existing Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	25	58
Average Queue (ft)	2	15
95th Queue (ft)	14	43
Link Distance (ft)		286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	220	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 4

Queuing and Blocking Report
Existing Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	57	30
Average Queue (ft)	23	4
95th Queue (ft)	49	20
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	NB	SB
Directions Served	LTR	L	TR
Maximum Queue (ft)	63	52	6
Average Queue (ft)	21	12	0
95th Queue (ft)	49	36	4
Link Distance (ft)	39		115
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		1	
Queuing Penalty (veh)		2	

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	32	60	86	30	83	54	158	85	14
Average Queue (ft)	14	22	29	9	41	24	64	38	2
95th Queue (ft)	32	46	60	30	69	46	118	69	9
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		6	1	0		
Queuing Penalty (veh)		0	0		3	2	0		

Queuing and Blocking Report
Existing Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	29	83
Average Queue (ft)	13	36
95th Queue (ft)	34	63
Link Distance (ft)		286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	220	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 7

Queuing and Blocking Report
Existing Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	70	18
Average Queue (ft)	16	1
95th Queue (ft)	49	11
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	L	L	TR
Maximum Queue (ft)	62	39	55	24	48	6
Average Queue (ft)	23	13	17	2	12	0
95th Queue (ft)	52	34	36	14	38	4
Link Distance (ft)	39	194	194			115
Upstream Blk Time (%)	2					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)				50	50	
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	33	60	108	40	83	57	80	80	31
Average Queue (ft)	12	28	37	14	44	19	33	27	4
95th Queue (ft)	32	49	72	38	73	45	64	55	16
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	1		7	1			
Queuing Penalty (veh)		0	1		3	1			

Queuing and Blocking Report
Existing Plus Project Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	EB	WB	NB	SB
Directions Served	LT	L	LTR	LTR
Maximum Queue (ft)	31	25	40	82
Average Queue (ft)	6	3	16	35
95th Queue (ft)	25	15	41	65
Link Distance (ft)	560		286	142
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		220		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 6

Queuing and Blocking Report
Existing Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	71	4	30
Average Queue (ft)	24	0	3
95th Queue (ft)	57	3	16
Link Distance (ft)	521	115	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	L	L	TR
Maximum Queue (ft)	56	53	46	41	38	4
Average Queue (ft)	23	20	13	12	12	0
95th Queue (ft)	51	42	31	35	38	3
Link Distance (ft)	39	194	194			115
Upstream Blk Time (%)	3					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)				50	50	
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				1	0	

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	38	59	79	30	81	61	163	84	14
Average Queue (ft)	15	21	29	9	41	23	67	37	2
95th Queue (ft)	36	43	56	31	66	50	119	64	9
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		7	1	0		
Queuing Penalty (veh)		0	0		4	2	0		

Queuing and Blocking Report
Existing Plus Project Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	EB	WB	NB	SB
Directions Served	LT	L	LTR	LTR
Maximum Queue (ft)	44	41	94	84
Average Queue (ft)	5	12	42	35
95th Queue (ft)	26	35	73	69
Link Distance (ft)	560		286	142
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		220		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 8

Queuing and Blocking Report
Near Term Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	52	30
Average Queue (ft)	14	2
95th Queue (ft)	39	13
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	NB
Directions Served	LTR	L
Maximum Queue (ft)	54	24
Average Queue (ft)	23	3
95th Queue (ft)	48	15
Link Distance (ft)	39	
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		50
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	37	62	106	46	90	51	64	69	34
Average Queue (ft)	13	26	41	13	47	16	31	30	3
95th Queue (ft)	32	46	80	38	74	42	53	56	16
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	1		8	1			
Queuing Penalty (veh)		0	1		3	1			

Queuing and Blocking Report
Near Term Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	33	64
Average Queue (ft)	3	17
95th Queue (ft)	18	50
Link Distance (ft)		286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	220	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 5

Queuing and Blocking Report
Near Term Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	62	30
Average Queue (ft)	24	4
95th Queue (ft)	49	21
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	NB	NB
Directions Served	LTR	L	TR
Maximum Queue (ft)	68	61	19
Average Queue (ft)	24	16	1
95th Queue (ft)	57	42	14
Link Distance (ft)	39		320
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		1	
Queuing Penalty (veh)		2	

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	55	53	74	33	89	56	161	74	15
Average Queue (ft)	16	21	33	8	41	22	68	38	3
95th Queue (ft)	38	39	62	29	68	47	119	65	11
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		7	1	0		
Queuing Penalty (veh)		0	0		4	2	0		

Queuing and Blocking Report
Near Term Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	EB	WB	NB
Directions Served	R	L	LTR
Maximum Queue (ft)	11	41	92
Average Queue (ft)	0	16	41
95th Queue (ft)	8	39	70
Link Distance (ft)			286
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	220	220	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 7

Queuing and Blocking Report
Near Term Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	46	4	30
Average Queue (ft)	16	0	2
95th Queue (ft)	42	3	13
Link Distance (ft)	521	115	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	L	L	TR
Maximum Queue (ft)	60	44	45	23	38	12
Average Queue (ft)	26	16	17	2	14	0
95th Queue (ft)	52	37	36	12	39	6
Link Distance (ft)	39	194	194			115
Upstream Blk Time (%)	2					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)				50	50	
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	52	65	101	52	88	57	77	79	31
Average Queue (ft)	14	29	45	15	49	21	35	33	5
95th Queue (ft)	38	50	81	41	78	49	62	65	20
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	1		9	1			
Queuing Penalty (veh)		0	1		4	2			

Queuing and Blocking Report
Near Term Plus Project Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	EB	WB	WB	NB	SB
Directions Served	LT	L	TR	LTR	LTR
Maximum Queue (ft)	43	26	5	45	71
Average Queue (ft)	7	2	0	16	34
95th Queue (ft)	29	13	3	43	60
Link Distance (ft)	560		583	286	142
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		220			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 7

Queuing and Blocking Report
Near Term Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	70	30
Average Queue (ft)	28	4
95th Queue (ft)	57	20
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	L	L	TR
Maximum Queue (ft)	60	65	51	46	40	12
Average Queue (ft)	26	19	14	14	13	0
95th Queue (ft)	55	44	33	37	39	6
Link Distance (ft)	39	194	194			115
Upstream Blk Time (%)	5					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)				50	50	
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				1	1	

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	46	59	84	54	86	63	173	90	15
Average Queue (ft)	16	23	33	9	42	26	69	40	3
95th Queue (ft)	37	45	65	34	68	49	124	69	12
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		7	1	0		
Queuing Penalty (veh)		0	0		4	2	0		

Queuing and Blocking Report
Near Term Plus Project Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	EB	WB	NB	SB
Directions Served	LT	L	LTR	LTR
Maximum Queue (ft)	52	38	88	66
Average Queue (ft)	8	13	43	32
95th Queue (ft)	33	37	75	56
Link Distance (ft)	560		286	142
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		220		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 9

Queuing and Blocking Report
Cumulative Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	60	30
Average Queue (ft)	17	2
95th Queue (ft)	47	15
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	NB
Directions Served	LTR	L
Maximum Queue (ft)	58	24
Average Queue (ft)	25	2
95th Queue (ft)	50	14
Link Distance (ft)	39	
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		50
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	47	62	94	41	101	56	80	62	26
Average Queue (ft)	14	28	41	13	50	18	33	29	4
95th Queue (ft)	35	48	73	38	81	46	60	54	16
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		9	1			
Queuing Penalty (veh)		0	0		4	1			

Queuing and Blocking Report
Cumulative Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	20	54
Average Queue (ft)	3	16
95th Queue (ft)	15	45
Link Distance (ft)		286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	220	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 5

Queuing and Blocking Report
Cumulative Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	102	30
Average Queue (ft)	32	4
95th Queue (ft)	71	22
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	NB
Directions Served	LTR	L
Maximum Queue (ft)	69	46
Average Queue (ft)	25	16
95th Queue (ft)	55	38
Link Distance (ft)	39	
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		50
Storage Blk Time (%)		0
Queuing Penalty (veh)		1

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	42	54	81	49	94	60	162	93	15
Average Queue (ft)	15	21	31	13	46	23	73	44	3
95th Queue (ft)	35	42	60	41	75	49	131	78	12
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		8	1	0		
Queuing Penalty (veh)		0	0		5	2	0		

Queuing and Blocking Report
Cumulative Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	62	86
Average Queue (ft)	19	42
95th Queue (ft)	45	67
Link Distance (ft)		286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	220	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 9

Queuing and Blocking Report
Cumulative Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	70	6	30
Average Queue (ft)	20	0	2
95th Queue (ft)	54	4	15
Link Distance (ft)	521	115	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	L	TR	L	TR
Maximum Queue (ft)	60	47	52	19	14	49	12
Average Queue (ft)	25	17	19	2	1	18	0
95th Queue (ft)	52	38	39	14	8	47	6
Link Distance (ft)	39	194	194		320		115
Upstream Blk Time (%)	2						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)				50		50	
Storage Blk Time (%)						0	
Queuing Penalty (veh)						1	

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	54	60	113	38	100	62	83	85	43
Average Queue (ft)	14	30	48	12	47	24	35	34	6
95th Queue (ft)	39	51	88	36	77	50	66	64	25
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	1		10	1			
Queuing Penalty (veh)		0	2		5	2			

Queuing and Blocking Report
Cumulative Plus Project Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	EB	WB	NB	SB
Directions Served	LT	L	LTR	LTR
Maximum Queue (ft)	39	28	45	64
Average Queue (ft)	6	3	15	36
95th Queue (ft)	27	17	43	58
Link Distance (ft)	560		286	142
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		220		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 9

Queuing and Blocking Report
Cumulative Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	97	6	30
Average Queue (ft)	30	0	5
95th Queue (ft)	71	5	22
Link Distance (ft)	521	115	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	L	TR	L	TR
Maximum Queue (ft)	63	71	54	51	18	48	4
Average Queue (ft)	24	26	15	17	1	17	0
95th Queue (ft)	53	57	34	41	15	45	3
Link Distance (ft)	39	194	194		320		115
Upstream Blk Time (%)	4						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)				50		50	
Storage Blk Time (%)				1	0	0	
Queuing Penalty (veh)				2	0	1	

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	43	65	68	39	100	62	178	98	15
Average Queue (ft)	18	25	31	11	47	23	74	46	3
95th Queue (ft)	38	45	57	36	77	49	133	81	13
Link Distance (ft)	111	560			623			320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		9	2	0		
Queuing Penalty (veh)		0	0		6	3	0		

Queuing and Blocking Report
Cumulative Plus Project Conditions

Intersection: 4: Ellinghouse Drive & Highway 193 (Georgetown Road)

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	L	LTR	LTR
Maximum Queue (ft)	35	11	50	91	78
Average Queue (ft)	6	0	15	45	32
95th Queue (ft)	26	8	39	76	59
Link Distance (ft)	560			286	142
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		220	220		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 12

Queuing and Blocking Report
Mitigated Existing Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	61	6	18	16
Average Queue (ft)	16	0	1	1
95th Queue (ft)	46	4	9	11
Link Distance (ft)	521	111		260
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			75	
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	L	TR	L	TR
Maximum Queue (ft)	55	33	42	38	12	56	36
Average Queue (ft)	23	11	16	3	1	13	1
95th Queue (ft)	49	30	34	19	6	39	22
Link Distance (ft)	41	195	195		310		111
Upstream Blk Time (%)	2						0
Queuing Penalty (veh)	0						0
Storage Bay Dist (ft)				50		50	
Storage Blk Time (%)				0		0	0
Queuing Penalty (veh)				0		1	0

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	27	52	69	41	94	56	76	83	45
Average Queue (ft)	12	23	33	12	43	20	32	28	5
95th Queue (ft)	31	41	59	36	71	46	59	56	24
Link Distance (ft)	112	550			618			310	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)			0		7	1			
Queuing Penalty (veh)			0		3	1			

Queuing and Blocking Report
Mitigated Existing Plus Project Conditions

Intersection: 4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	41	15	63	52	60
Average Queue (ft)	6	1	16	20	22
95th Queue (ft)	27	10	47	45	46
Link Distance (ft)			286	212	212
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75	220			
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Network Summary

Network wide Queuing Penalty: 6

Queuing and Blocking Report
Mitigated Existing Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	83	30
Average Queue (ft)	24	2
95th Queue (ft)	59	13
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	L	L
Maximum Queue (ft)	59	46	45	43	41
Average Queue (ft)	25	19	13	10	14
95th Queue (ft)	54	39	31	33	37
Link Distance (ft)	41	195	195		
Upstream Blk Time (%)	3				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)				50	50
Storage Blk Time (%)				0	0
Queuing Penalty (veh)				1	0

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	37	56	82	30	83	64	177	122	67
Average Queue (ft)	15	21	29	10	41	24	68	38	3
95th Queue (ft)	35	43	59	31	68	51	123	82	43
Link Distance (ft)	112	550			618			310	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		6	1	0	0	
Queuing Penalty (veh)		0	0		4	2	1	0	

Queuing and Blocking Report
Mitigated Existing Plus Project Conditions

Intersection: 4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	28	37	98	70	50
Average Queue (ft)	3	13	42	25	16
95th Queue (ft)	16	34	73	58	42
Link Distance (ft)			286	212	212
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75	220			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 8

Queuing and Blocking Report
Mitigated Near Term Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	55	30
Average Queue (ft)	16	2
95th Queue (ft)	46	13
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	L	TR	L	TR
Maximum Queue (ft)	62	43	54	24	16	60	22
Average Queue (ft)	28	16	17	1	1	19	1
95th Queue (ft)	52	35	39	11	10	48	20
Link Distance (ft)	41	195	195		310		111
Upstream Blk Time (%)	3						0
Queuing Penalty (veh)	0						0
Storage Bay Dist (ft)				50		50	
Storage Blk Time (%)					0	1	0
Queuing Penalty (veh)					0	2	0

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	40	92	107	49	96	61	77	72	42
Average Queue (ft)	14	28	41	14	48	20	33	30	4
95th Queue (ft)	35	59	79	40	82	48	62	57	18
Link Distance (ft)	112	550			618			310	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	1		9	1			
Queuing Penalty (veh)		0	1		5	2			

Queuing and Blocking Report
Mitigated Near Term Plus Project Conditions

Intersection: 4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	43	18	55	54	58
Average Queue (ft)	6	2	14	18	24
95th Queue (ft)	27	13	42	44	47
Link Distance (ft)			286	212	212
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75	220			
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Network Summary

Network wide Queuing Penalty: 9

Queuing and Blocking Report
Mitigated Near Term Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	67	11	30
Average Queue (ft)	28	0	3
95th Queue (ft)	56	6	19
Link Distance (ft)	521	111	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	L	TR	L	TR
Maximum Queue (ft)	61	82	50	43	6	51	18
Average Queue (ft)	27	23	13	12	0	14	1
95th Queue (ft)	56	54	33	35	4	41	11
Link Distance (ft)	41	195	195		310		111
Upstream Blk Time (%)	4						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)				50		50	
Storage Blk Time (%)				0		0	0
Queuing Penalty (veh)				2		2	0

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	45	58	93	51	84	60	152	90	14
Average Queue (ft)	16	22	33	9	44	26	71	42	3
95th Queue (ft)	36	44	66	34	71	48	121	75	11
Link Distance (ft)	112	550			618			310	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		7	1	0		
Queuing Penalty (veh)		0	0		5	2	0		

Queuing and Blocking Report
Mitigated Near Term Plus Project Conditions

Intersection: 4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	R	L	LTR	LT	R
Maximum Queue (ft)	28	9	33	88	60	42
Average Queue (ft)	5	0	13	41	27	14
95th Queue (ft)	22	6	33	73	50	38
Link Distance (ft)				286	212	212
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	75	220	220			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 11

Queuing and Blocking Report
Mitigated Cumulative Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	70	6	30
Average Queue (ft)	21	0	3
95th Queue (ft)	56	5	17
Link Distance (ft)	521	111	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	LT	R	L	TR	L
Maximum Queue (ft)	60	61	79	31	26	58
Average Queue (ft)	25	16	21	4	2	20
95th Queue (ft)	48	43	51	19	13	50
Link Distance (ft)	41	195	195		310	
Upstream Blk Time (%)	2					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)				50		50
Storage Blk Time (%)				0	0	1
Queuing Penalty (veh)				0	0	2

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	62	72	92	56	102	70	85	74	28
Average Queue (ft)	17	30	44	13	53	22	34	30	3
95th Queue (ft)	44	55	75	41	90	53	63	58	16
Link Distance (ft)	112	550			618			310	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		12	1			
Queuing Penalty (veh)		0	0		6	2			

Queuing and Blocking Report
Mitigated Cumulative Plus Project Conditions

Intersection: 4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	51	26	55	56	57
Average Queue (ft)	8	2	19	21	27
95th Queue (ft)	30	14	48	49	48
Link Distance (ft)			286	212	212
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75	220			
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Network Summary

Network wide Queuing Penalty: 12

Queuing and Blocking Report
Mitigated Cumulative Plus Project Conditions

Intersection: 1: Highway 49 (Coloma Road) & Northside Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	102	30
Average Queue (ft)	32	5
95th Queue (ft)	72	22
Link Distance (ft)	521	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Highway 49 (Coloma Road) & Retail Driveway/Project Driveway

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	L	L	TR
Maximum Queue (ft)	67	72	53	43	42	2
Average Queue (ft)	28	25	14	15	15	0
95th Queue (ft)	57	57	34	39	39	2
Link Distance (ft)	41	195	195			111
Upstream Blk Time (%)	5					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)				50	50	
Storage Blk Time (%)				1	0	
Queuing Penalty (veh)				2	1	

Intersection: 3: Highway 49 (Coloma Road) & Shopping Center Driveway/Highway 193 (Georgetown Roa

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	42	69	72	38	99	62	180	96	15
Average Queue (ft)	18	23	31	11	46	26	75	43	4
95th Queue (ft)	38	47	58	34	77	49	131	74	13
Link Distance (ft)	112	550			618			310	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			85	150		40	200		200
Storage Blk Time (%)		0	0		9	2	0		
Queuing Penalty (veh)		0	0		6	3	0		

Queuing and Blocking Report
Mitigated Cumulative Plus Project Conditions

Intersection: 4: Ellinghouse Drive/Project Driveway & Highway 193 (Georgetown Road)

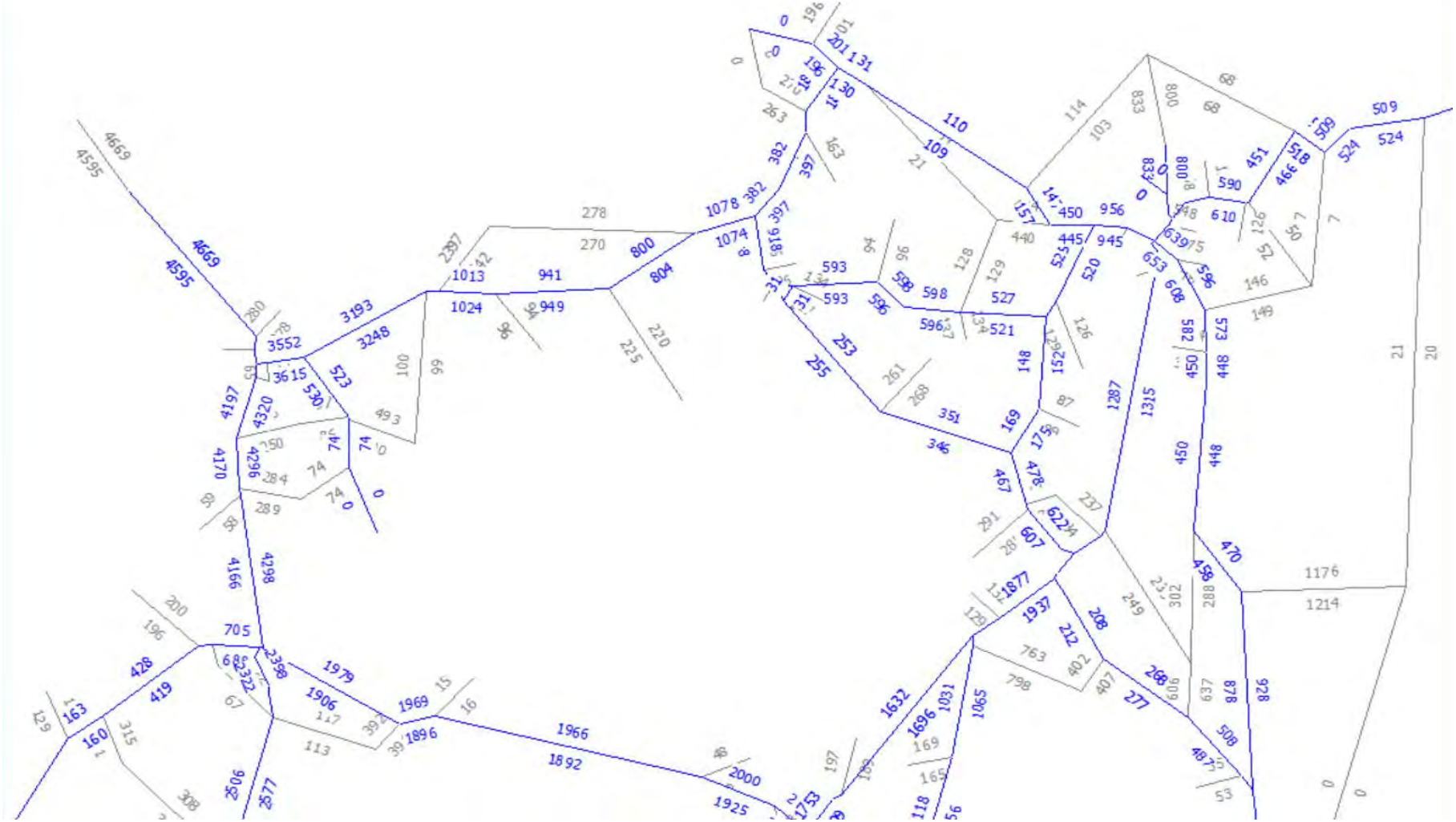
Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	R	L	LTR	LT	R
Maximum Queue (ft)	29	11	46	105	63	51
Average Queue (ft)	5	0	16	45	27	18
95th Queue (ft)	22	8	39	79	55	45
Link Distance (ft)				286	212	212
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	75	220	220			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

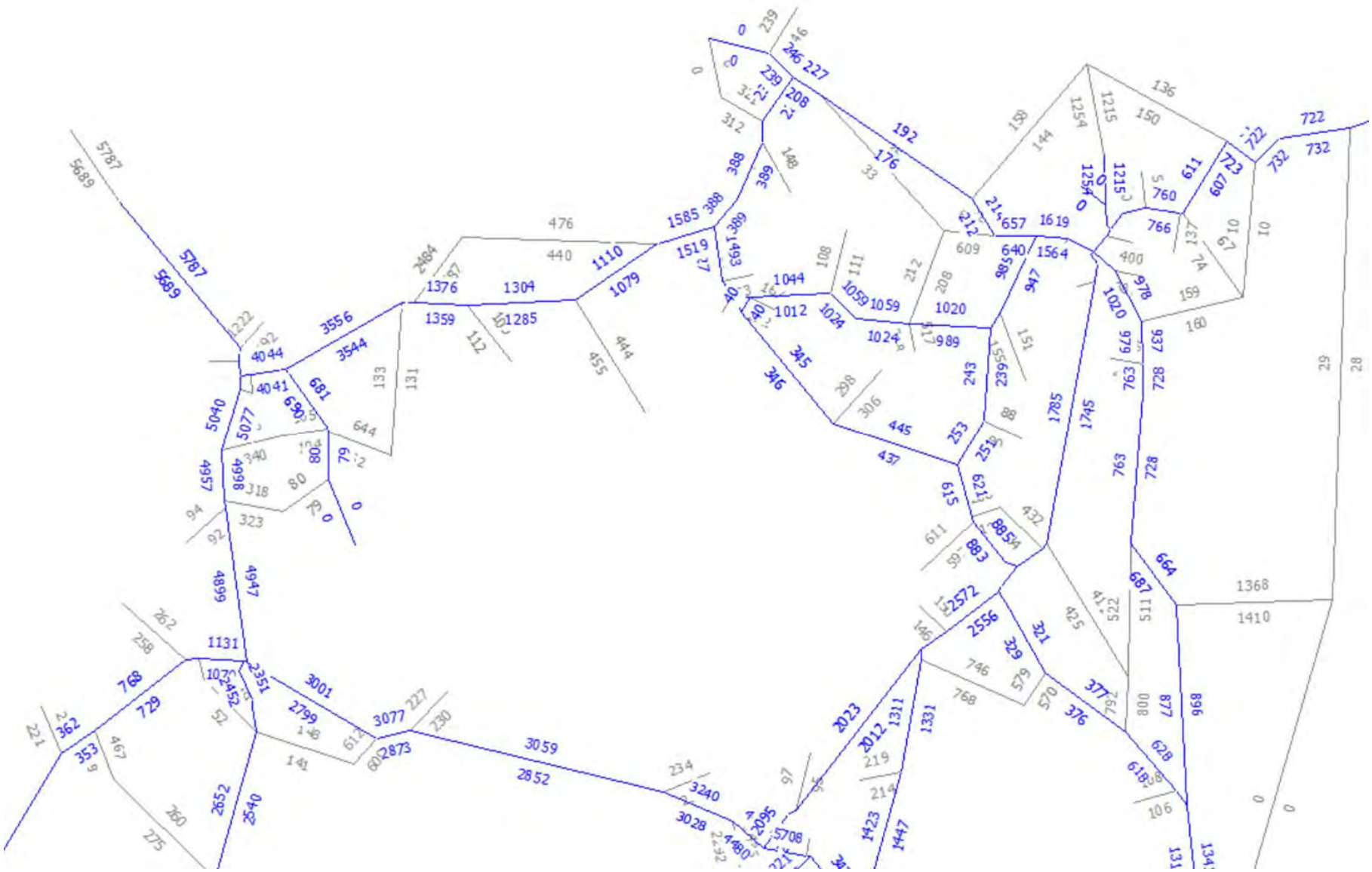
Network wide Queuing Penalty: 12

Attachment E: El Dorado County Demand Model Plots

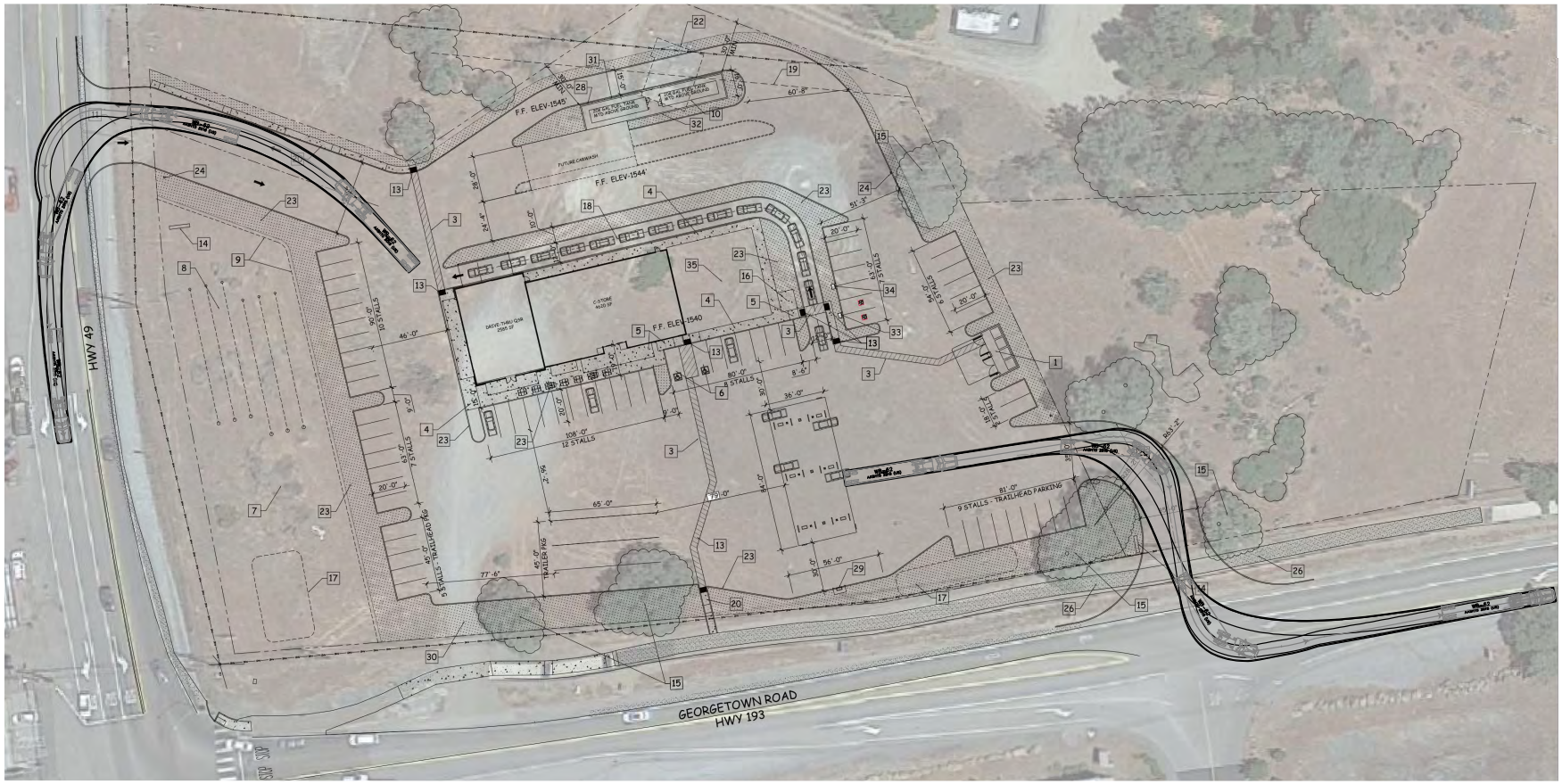
2018 El Dorado County Transportation Demand Model; Daily Volumes

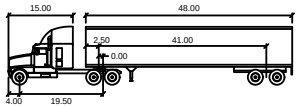


2040 El Dorado County Transportation Demand Model; Daily Volumes



Attachment F: Truck Turning Templates





WB-62

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

N

GHD

MHA DESIGN SERVICES
COOL AUTOMOBILE AND COMMERCIAL CENTER
TRAFFIC IMPACT ANALYSIS MEMORANDUM

EXITING LEFT TRUCK TURNING MOVEMENTS

Project No. **12579129**
Date **7/18/2023**

FIGURE 13.4

Filename: \\Mcc-svr-001\ghd\US\San Luis Obispo\Projects\561\12579129\Digital_Design\ACAD 2020\Figures\12579129TG001.dwg
Plot Date: 18 July 2023 10:05 AM

Attachment G: Drive-Through Vehicle Queue Surveys

TABLE C1: IN-N-OUT RESTAURANT DRIVE-THRU VEHICLE QUEUE SURVEYS

Location		Mid-day Survey		PM Survey	
		Average Queue	95th % Queue	Average Queue	95th % Queue
In-N-Out San Ramon (2270 San Ramon Valley) 2912 sq. ft.					
Survey 1	Drive-Thru Vehicle Queue:	11	14	12	18
Survey 2	Drive-Thru Vehicle Queue:	15	19	13	18
Survey 3	Drive-Thru Vehicle Queue:	12	15	12	16
Combined San Ramon Surveys	Drive-Thru Vehicle Queue:	13	16	12	17
In-N-Out Livermore (1881 N. Livermore Ave.) 3160 sq. ft.					
Survey 1	Drive-Thru Vehicle Queue:	12	17	12	18
Survey 2	Drive-Thru Vehicle Queue:	12	17	11	17
Survey 3	Drive-Thru Vehicle Queue:	12	16	11	14
Combined Livermore Surveys	Drive-Thru Vehicle Queue:	12	17	11	16
In-N-Out Redwood City (949 Veterans Blvd.) 3407 sq. ft.					
Survey 1	Drive-Thru Vehicle Queue:	12	18	10	14
Survey 2	Drive-Thru Vehicle Queue:	9	12	10	13
Survey 3	Drive-Thru Vehicle Queue:	9	12	9	13
Combined Redwood City Surveys	Drive-Thru Vehicle Queue:	10	14	10	13
All Surveys Combined	**Overall Drive Thru Queue:**	**12**	**16**	**11**	**16**

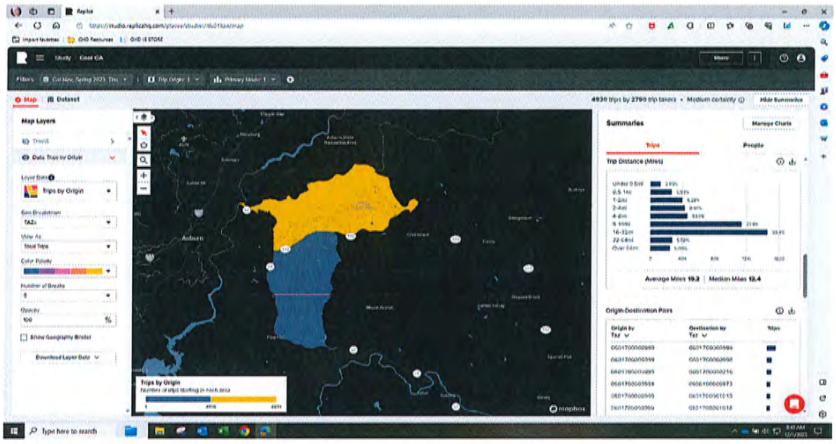
TABLE C2: STARBUCKS DRIVE-THRU VEHICLE QUEUE SURVEYS

Location		AM Survey		PM Survey	
		Average Queue	95th % Queue	Average Queue	95th % Queue
Starbucks Oakley (Hwy. 160/Main) 614 sq. ft.					
Survey 1	Drive-Thru Vehicle Queue:	7	12	1	2
Survey 2	Drive-Thru Vehicle Queue:	6	12	1	4
Survey 3	Drive-Thru Vehicle Queue:	8	13	2	5
Combined Oakley Surveys	Drive-Thru Vehicle Queue:	7	12	1	4
Starbucks Antioch (Lone Tree Way/Deer Valley Rd.) 1400 sq. ft.					
Survey 1	Drive-Thru Vehicle Queue:	6	9	2	4
Survey 2	Drive-Thru Vehicle Queue:	10	12	2	5
Survey 3	Drive-Thru Vehicle Queue:	4	8	1	3
Combined Deer Valley Rd. Surveys	Drive-Thru Vehicle Queue:	7	10	2	4
Starbucks Antioch (Lone Tree Way/Blue Rock) 1844 sq. ft.					
Survey 1	Drive-Thru Vehicle Queue:	6	9	2	3
Survey 2	Drive-Thru Vehicle Queue:	5	11	2	5
Survey 3	Drive-Thru Vehicle Queue:	6	11	2	4
Combined Blue Rock Surveys	Drive-Thru Vehicle Queue:	6	10	2	4
All Surveys Combined	**Drive Thru Vehicle Queue:**	**6**	**11**	**2**	**4**

Attachment H: Replica Data

Trip Purpose	Cool TAZ	El Dorado County
Average trip length (all purposes)	19.2	14.2
Work trips	41.6	22.7
Shopping Trips	13.7	10.6

Cool as origin

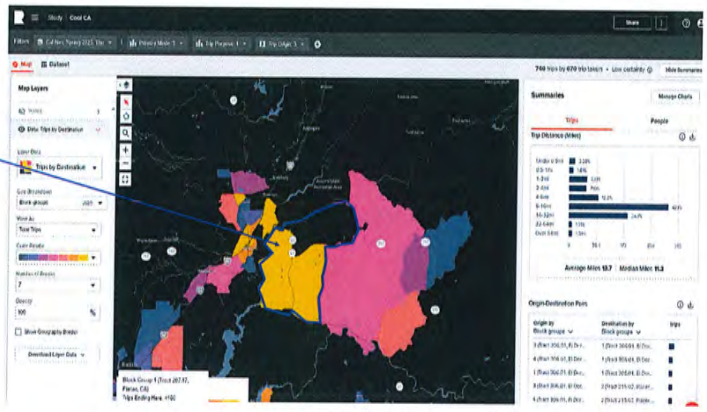


Trip Purpose	Trip Origin			Trip Destination		
	Cool	El Dorado County	Percent Difference	Cool	El Dorado County	Percent Difference
	(A)	(B)	(C)=(A)/(B)-1	(D)	(E)	(F)=(D)/(E)-1
Work trips	39.4	22.7	74%	18.4	18.9	-3%
Shopping Trips	14.2	10.6	34%	9.8	11.3	-13%
Dining Trips	13.7	11.2	22%	7.4	12.2	-39%

Trip Purpose	Trip Origin			Trip Destination		
	Cool	El Dorado County	Percent Difference	Cool	El Dorado County	Percent Difference
	(A)	(B)	(C)=(A)/(B)-1	(D)	(E)	(F)=(D)/(E)-1
Work trips	39.4	22.7	74%	18.4	18.9	-3%
Shopping Trips	14.2	10.6	34%	9.8	11.3	-13%
Dining Trips	13.7	11.2	22%	7.4	12.2	-39%

Cool as Destination

Cool is defined as the Block groups 1, 3, and 4 of El Dorado Census Tract 306.01



Attachment I: Caltrans Appendix J (Figure 205.1)

Appendix J – Road Connections and Driveways

Table of Contents

Design Guidelines for Typical Rural Driveways in State Right of Way. 2

© 2018 California Department of Transportation. All Rights Reserved.

Design Guidelines for Typical Rural Driveways in State Right of Way.

REFERENCES:

Please always refer to the latest Highway Design Manual (HDM) for most up to date guidelines. The HDM indexes referenced in the guidelines below can be accessed online from the following link:

https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm

Initial Driveway Design Considerations:

1. **Location of the driveway shall be designed to maximize corner sight distance.** For corner sight distance, see HDM Index 405.1 (2) (c). Driveway proposals that do not meet sight distance requirements will not be permitted. The minimum corner sight distance shall be equal to the stopping sight distance as given in HDM Table 201.1. HDM Table 101.2 shows appropriate ranges of design speeds that shall be used for the various types of facilities, place types, and conditions listed. (See HDM Table 101.2 Vehicular Design Speed; Table 201.1 Sight Distance Standards; Index 205.4 Driveways on Frontage roads and in Rural Areas; Index 405.1 (2) Corner Sight Distance)
2. **Driveways connecting to State highways shall be paved a minimum of 20 feet from the edge of shoulder** or to the edge of State right of way, whichever is less to minimize or eliminate gravel from being scattered on the highway and to provide a paved surface for vehicles and bicycles to accelerate and merge. Where larger design vehicles are using the driveway (e.g., dump trucks, flatbed trucks, moving vans, etc.), extend paving so the drive wheels will be on a paved surface when accelerating onto the roadway (See HDM Index 205.4 Driveways on Frontage roads and in Rural Areas).

Driveway Design Details: Once considerations 1 and 2 above are met, driveway shall be designed per the following requirements:

3. Where County or City Regulations differ from the State's, it may be desirable to follow their regulations (See HDM Index 205.4 Driveways on Frontage roads and in Rural Areas).

OR

4. Design details are shown on HDM Figure 205.1. This detail, without the recess, may be used on conventional highways (See HDM Figure 205.1 Access Openings on Expressways, Note 2).
5. Approach and departure tapers should be 50 feet longitudinal and 8 feet from edge of traveled way at the end of the taper. Approach and departure tapers are not required where the existing paved shoulder is at least 8 feet wide (See HDM Figure 205.1 Access Openings on Expressways).

Structural Section Design Details: Driveways structural section has to meet the following requirements:

6. Approach and departure tapers should have structural sections matching the existing State highway shoulders. An alternate shoulder design is allowed. See HDM Figure 613.4B for details. For asphalt driveway the structural section should be equal to or greater than edge of shoulder or approach and departure tapers. Minimum thickness of surface course is 0.35 foot. Aggregate base depth should match State highway shoulders. Details (cross section, etc.) for concrete driveways are shown on Standard Plan A87A. Minimum thickness at driveway shall be 4 inches for residential and 6 inches for commercial. (See HDM 613. 4 (2) Shoulders; Standard Plan A87A Curb and Driveways; Standard Plans are available at:

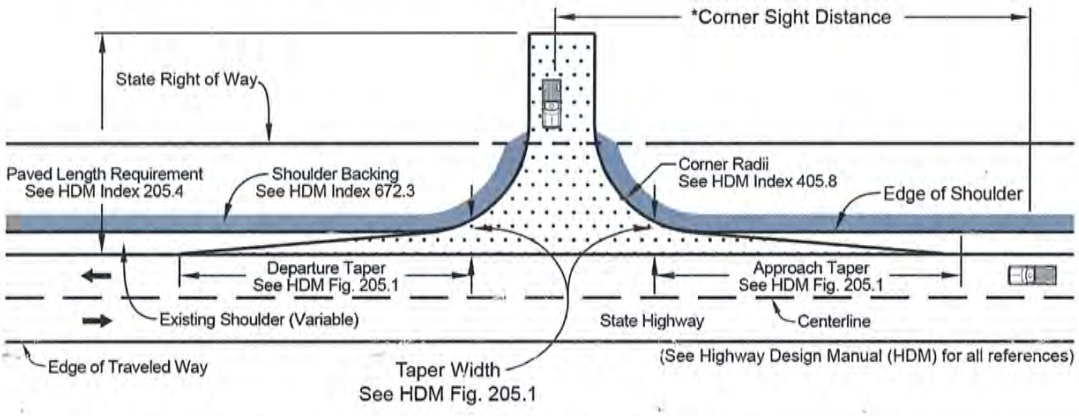
© 2018 California Department of Transportation. All Rights Reserved.

https://dot.ca.gov/programs/design/ccs-standard-plans-and-standard-specifications

7. Place shoulder backing from the edge of pavement (EP) to the hinge point (HP). Shoulder backing should be placed on a width of at least 2 feet from EP. For placement of shoulder backing thickness greater than 0.5 foot for slope repair; shoulder backing behind dikes; and where longitudinal drainage are present; see HDM for details. (see HDM Index 672 Shoulder Backing and HDM Figures 672.3 A through E)

The Figure below is provided to assist driveway design for rural areas and to clarify terminologies used in the above guidance. This figure is provided for general illustration purposes and is not used for design details. It should not be used as a drawing in the encroachment permit application for the driveway.

Driveway Design Requirements for Rural Areas with Unimproved Frontage on Conventional State Highways



*Corner Sight Distance shall be calculated from all directions of approach. See HDM Index 405.1(2) & Figure 405.7 for set back and sight distance calculations.

Purpose: The above excerpts from the Department's HDM are shown for reference. The design standards used for any project should equal or exceed the minimum given in the manual to the maximum extent feasible. They do not replace engineering knowledge, experience, and judgment in the design of driveways.

8. Special situations may call for variation from policies and procedures, subject to the appropriate approval. This is not intended to, nor does it establish a legal standard or any other standard of conduct or duty toward the public.

© 2018 California Department of Transportation. All Rights Reserved.

COMMUNITY DEVELOPMENT SERVICES
PLANNING AND BUILDING DEPARTMENT
http://www.edcgov.us/DevServices/

PLACERVILLE OFFICE:
2850 Fairlane Court, Placerville, CA 95667
BUILDING
(530) 621-5315 / (530) 622-1708 Fax
bldgdept@edcgov.us
PLANNING
(530) 621-5355 / (530) 642-0508 Fax
planning@edcgov.us

LAKE TAHOE OFFICE:
924 B Emerald Bay Rd
South Lake Tahoe, CA 96150
(530) 573-3330
(530) 542-9082 Fax

September 2, 2022

Melvin Higginbotham
11584 Francis Drive
Grass Valley, CA 95949

RE: Pre-Application PA21-0021 | Cool Automobile and Commercial Center
Existing Undeveloped Parcel located at the intersection between State Highway 49 and State Highway 193 in the Cool Rural Center | Assessor's Parcel Number (APN) 071-080-007

To: Melvin Higginbotham,

The following information is provided as a summary regarding your Pre-Application proposal to develop an 8,500-square-foot commercial structure which will house a 4,500-square-foot C-Store convenience gas station, a 2,500-square-foot drive-thru restaurant, and a 1,500-square-foot non-drive thru tenant. The site will include additional facilities including a 1,892-square-foot carwash, 3,024-square-foot automobile fuel canopy covering six-gas-pumps, and a 2,016-square-foot truck and RV fuel canopy covering three-gas-pumps on a 3.83-acre parcel zoned as General Commercial – Community Design Review (CG - DR).

1. Proposed Project Description/Location/Adjacent Uses/Exhibits:

A. Proposed Project Description/Location: To develop an 8,500-square-foot commercial structure which will house a 4,500-square-foot C-Store convenience gas station, a 2,500-square-foot drive-thru restaurant, and a 1,500-square-foot non-drive thru tenant. The site will include additional facilities including a 1,892-square-foot carwash, 3,024-square-foot automobile fuel canopy covering six-gas-pumps, and a 2,016-square-foot truck and RV fuel canopy covering three-gas-pumps on a 3.83-acre general commercial zoned property.

The site will include two access points. These access points will be from an encroachment onto State Highway 49 and an encroachment onto State Highway 193. The location of these two encroachments will provide 360-degree access to structures on site for fire and emergency circulation.

Site developments will include a trash enclosure area, 53-parking stalls, two 20,000-gallon above ground fuel tanks, as well as parking, landscaping, and lighting improvements. The site includes an existing rock formation area, which remain undeveloped in efforts to protect these geological resources on site.

The current pre-application does not include interior plans, exterior photo simulations, or color board information for the proposed developments. These documents will be required for a full design review application submittal.

The proposed 100-foot-long car wash is located parallel to the eastern property line. The entrance to the car wash is from a dedicated two-lane drive aisle stacking lane located due north of the proposed SR193 encroachment. The stacking lane provides 170-feet of stacking space. The car wash exit point places vehicles at the northeastern corner of the site, presumably more easily existing the overall project site from the proposed SR49 encroachment. In addition to the carwash, there is a 15-foot-wide drive aisle meant for fuel truck deliveries to the above ground fuel tanks along the eastern side of the project site.

The site plan includes a total of 38 parking stalls. Two of these parking stalls will be American's with Disabilities Act (ADA) compliant. Four of these parking stalls will be able to host Truck/RV customers.

Although the project did not include landscaping plans, the project did declare that all existing trees will remain on site, unless they are found to be dead, diseased, or dying. Color boards, landscaping, outdoor lighting, and signage plans have not been provided for purposes of this pre-application review. However, these plans will be required for future planning and/or building permit review. Additionally, it was not declared whether the site operations would be allowed on a 24-hour basis. Although there is not a specific regulation precluding 24-hour operations, the project could be conditioned by the reviewing authority at time of public hearing.

The required setbacks are 10-feet for the front and secondary front yards and five-feet for the side and rear yards. The project as proposed is compliant with these setback standards. The property is zoned as General Commercial (GC) with a General Plan Land Use Designation of Commercial (C). The parcel is located in the Cool Rural Center (Exhibits A, B).

Adjacent Uses: The site is surrounded by CC zoned parcels to the west and by CG zoned properties on all other sides. Approximately 650-feet to the west are RM zoned properties. Approximately 1200-feet to the south is an RE-5 zoned parcel. These are the closest residentially zoned properties to the subject project site.

B. Exhibits:
Exhibit A: Location/Vicinity Map
Exhibit B: Aerial Map
Exhibit C: General Plan Land Use Designation Map
Exhibit D: Zoning Map
Exhibit E: Parcel Data Information
Exhibit F: Pre-Application with Site Plans
Exhibit G: El Dorado County Zoning Ordinance:

- Chapter 130.24 – Commercial Zones, including Section 130.22.010 Community Commercial (CC) Zones, Table 130.22.020 Allowed Uses and Permit Requirements for Commercial Zones, and Section 130.22.030 Commercial Zones Development Standards;
- Chapter 130.33 – Landscaping Standards
- Chapter 130.34 – Outdoor Lighting
- Chapter 130.35 – Parking and Loading
- Chapter 130.36 – Signs
- Chapter 130.37 – Noise Standards

Exhibit H: Community Design Standards - Parking and Loading Standards

Exhibit I: Community Design Standards – Outdoor Lighting Standards
Exhibit J: Community Design Standards – Landscaping and Irrigation Standards
Exhibit K: Comments – El Dorado Environmental Management Department
Exhibit L: Comments – El Dorado County Air Quality Management District
Exhibit M: Comments - El Dorado County Storm Water Division
Exhibit N: Comments - California Regional Water Quality Control Board
Exhibit O: Comments – El Dorado County Surveyor Department
Exhibit P: Comments – Department of Transportation
Exhibit Q: Comments – California Department of Transportation
Exhibit R: Comments – Cool/Pilot Hill Advisory Committee

2. Zoning Consistency:

The subject parcel is zoned as General Commercial – Community Design Review (GC-DR) Zone District and is currently undeveloped. The GC zone district allows for Automotive and Equipment Fuel Sales and Repair Shop/Carwash uses. Additionally, drive-thru facilities are allowed by right, unless the parcel is adjacent to a residential zone or residentially developed parcel. This parcel is not adjacent to any residentially zoned or developed properties. The project site is approximately 650-feet from the closest residentially zoned and/or developed property. The design review overlay applied to the site requires a ministerial design review permit. A design review permit proposal may require discretionary review in whole or in part, depending on project consistency with design standards and/or certain specific site constraints which may not have been known at the time of this pre-application review (Exhibit D).

The General Commercial (GC) Zone provides a mix of more intensive commercial uses, such as light manufacturing, automobile repair, and wholesale activity; where outdoor storage or activity commonly occurs; and where residential, civic, and educational uses are limited to avoid conflicts with allowed uses.

Parking and Loading: Table 130.35.030.1 - Parking and Loading Requirements for vehicle fuel sales and car wash uses. Vehicle fuel sales uses require one parking stall per every 400-square-feet of office/retail active use area. The Gas Station C-Store is proposed to include 4,500-square-feet of undefined interior space. Assuming all area is active use area, then the total number of parking spaces for this unit is equal to 11-parking stalls rounded to the nearest whole number. Car wash uses require two parking stalls per washing stall, of which drive-through stalls may utilize stacking areas with a length of 24-feet as a parking space. The car wash drive through provides two lanes each spanning greater than 24-feet in length. Therefore, there are no additional parking stall requirements associated with the car wash use. Restaurants require one parking stall per every 250-square-feet of gross floor area, plus one RV space per every 20 required parking stalls. The drive-through tenant suite will include a total of 2,500-square-feet of gross floor area, which requires a total of ten-parking stalls and one RV stall (rounded to the nearest whole number). An additional undefined tenant type includes a total of 1,500-square-feet of space. It has been assumed by the project proponent that this suite will be used for some sort of restaurant or food and beverage retail sales. If this suite were to become a restaurant, then six-parking stalls will be required; if this suite were to be used for food and beverage retail sales, then approximately nine-parking stalls will be required. The project will be required to provide a total of between 27 to 30-parking stalls, plus one RV stall minimum. The project currently proposes a total of 49-parking stalls and four RV/Truck compliant parking stalls. As of current, the project will provide an excess of parking. In addition to the requirements contained in the Zoning Ordinance, there are also parking and loading standards contained in the Community Design Standards, Parking and Loading Standards (Exhibit H).

Signage: Table 130.36.070.1a. - Rural Area Signage Standards for Permanent On-Site Signs, General Commercial (GC) Zone allows one or more building attached signs per establishment based on floor area. Facilities that are less than 10,000-square-feet in floor area have a maximum building attached sign allowance of 50-square-feet. Integrated developments may include one multi-tenant sign per public street frontage as

follows: (1) First street frontage of up to 80-squre-feet of sign area standing at no more than 20-feet in height; (2) Other street frontage(s) of up to 40-square-foot sign area at no more than ten-feet in height (Exhibit G). The project site plans denote the location of three proposed signs, but provides no specific signage plans at this time. There is no currently existing signage on site.

Outdoor Lighting: The project does not currently include outdoor lighting proposals. However, it can be assumed that this project will include either standalone outdoor parking lot lighting sconces or building attached lighting aimed to illuminate the parking lot area. See Exhibit I for Outdoor Lighting Standards (10 pages).

Landscaping and Irrigation: The project currently does not propose landscaping. See Exhibit J for Landscaping and Irrigation Standards (41 pages).

3. General Plan Land Use Designation Consistency:

Objective 2.2.1 Land Use Designations designates the subject parcel Commercial (C) (Exhibit C). The C General Plan Land Use Designation is to provide a full range of commercial retail, office, and service uses to serve the residents, businesses, and visitors of El Dorado County. This designation is considered appropriate within Community Regions, Rural Centers, and Rural Regions.

General Plan Policy 2.2.5.21 – Development projects shall be located and designed in a manner that avoids incompatibility with adjoining land uses that are permitted by the policies in effect at the time the development project is proposed. Development projects that are potentially incompatible with exiting adjoining uses shall be designed in a manner that avoids any incompatibility or shall be located on a different site.

General Plan Policies TC-Xa – TC-Xi – A full entitlement permit will be reviewed by DOT for consistency with these policies. A Transportation Impact Study – Initial Determination Form will be required to start DOT's review.

General Plan Policy 5.1.2.1 – Requires a determination of the adequacy of the public services and utilities to be impacted by that development. The project cannot be fully reviewed for consistency with this policy. However, this will be required for full entitlement permits.

General Plan Policy 5.2.1.2 – Requires that adequate quantity and quality of water for all uses, including fire protection, be provided with proposed development. The project has not yet been fully reviewed for consistency with this policy. However, this will be required for full entitlement permits.

General Plan Policy 6.2.3.2 – Requires the applicant demonstrate that adequate access exists, or can be provided, to ensure that emergency vehicles can access the site and private vehicles can evacuate the area. The project has not yet been fully reviewed for consistency with this policy. However, this will be required for full entitlement permits.

4. Agency Comments:

El Dorado Environmental Management Department (EMD): Comments were received March 3, 2022 (Exhibit K). Facilities that sell food at the retail level are required to be built and operated according to the standards of the California Retail Food Code. A plan review approval granted by EMD will be required prior to building and of the proposed facilities. Once approval has been granted and the facilities are built and ready to operate, an annual health permit will be required and routine inspections will be conducted for the facilities. Records on file show that the parcel does not have public sewer access available. The proposed project will require an onsite wastewater treatment system to dispose of sewage and other wastewater created by the convenience store, restaurant, and other proposed facilities. Restaurants and other facilities that produce grease are required to have

a 500-gallon minimum grease interceptor installed between the facility and the septic tank. Commercial facilities are required to identify a minimum 300-percent repair area to allow for future repairs of the septic system. The facility, as designed, will store reportable quantities of hazardous materials and generate hazardous waste. The facility will be required to submit the appropriate documentation into California Environmental Reporting System (CERS) and obtain CUPA permit from Environmental Management prior to dispensing fuel. State law mandates that a minimum of 65-percent of the waste materials generated from covered Construction and Demolition projects must be diverted from being landfilled by being recycled or reused on site. State law requires that all non-residential dwellings that generate at least two cubic yards of solid waste per week to have a recycling project for common recyclable materials such as bottles, cans, and paper. State law requires that all non-residential dwellings generating at least two cubic yards of solid waste per week to have an organics recycling program for the following types of organic wastes: green waste, landscape, and pruning waste, non-hazardous wood waste, food waste, and food-soiled paper. Recycling by occupants requires that new project provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive.

El Dorado County Air Quality Management District (AQMD): Comments were received February 16, 2022 (Exhibit L). An Air Quality and Greenhouse Gas (GHG) Analysis is required for adequate environmental review of the proposed project. AQMD recommends the use of the latest version of the California Emissions Estimator Model (CalEEMod). While AQMD has not adopted GHG thresholds of significance, we recommend using Sacramento Metropolitan AQMD's (SMAQMD) GHG thresholds. Additionally, standard conditions to be placed on the project include asbestos dust, paving, painting/coating, construction emissions, portable equipment, new point sources, designated parking for clean air vehicles, and electric vehicle charging.

El Dorado County Storm Water Division: Comments were received February 1, 2022 (Exhibit M). The project would be subject to standard storm water conditions. Minimal impacts are expected; however, if the project will create or replace 5,000-square-feet or more of impervious surface, then the project must comply with the County's post construction water quality requirements. An Erosion and Sediment Control Plan will need to be included in the plan submittal. If the project will disturb an acre or more of land, the project proponent will be required to obtain Construction General Permit (CGP) coverage through the State Water Resources Control Board. The CGP requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

El Dorado County Surveyor Department: Comments were received February 10, 2022 (Exhibit O). The project will be subject to two standard conditions of approval. First, site addressing for the project will need to be coordinated with the County Surveyor's Office. Second, all disturbed boundary monuments must be reset by a Professional Land Surveyor or Qualified Engineer.

California Regional Water Quality Control Board: Comments were received February 10, 2022 (Exhibit N). A Report of Waste Discharge from Nella Oil has been received and Cool Village is seeking an El Dorado County permit for proposed development in the small community of Cool at the junction of Highway 193 and 49. Subsurface wastewater disposal as proposed will be difficult because the area is characterized by shallow soil with slow percolation rates and high groundwater. Due to these issues, staff requested that El Dorado County consider off-site disposal and a community collection system for the development of this area.

Department of Transportation (DOT): Comments were received March 3, 2022 (Exhibit P). A Traffic Impact Study (TIS) will be required for the formal project. At project submittal, the applicant should fill out and submit a Traffic Impact Study – Initial Determination (TIS-ID0 form. Primary access is proposed to both SR49 and

SR193. Caltrans District 3 will be asked to review the traffic study and access locations. Note that the County's Class One Bike Path along SR193 must be preserved, or may be modified as allowed by Caltrans District 3 to accommodate the proposed driveway. A list of standard conditions was provided by DOT for purposes of providing a greater understanding of general concerns resulting from projects of this type.

California Department of Transportation: Comments were received March 3, 2022 (Exhibit Q). The project will need to show how the light pole(s) and signage will be dealt with at the North/East corner of the intersection. Pages two and three in the exhibits package document shows the south driveway on the eastern side of the plot; however, page four shows the southern driveway on the west side of the plot. At least four ADA spots are required due to the 76 parking spots mentioned in the parking calculations. Truck turning template will be required and will need to indicate the type of trucks that will be resupplying the store and denote how right turn truck maneuvers will be addressed from Georgetown Road to SR49. Show dimensions for Northside Drive, including taper width. Lane widths need to be called out at the entrance of the store. The amount of trips estimated per day that are expected for this development must be provided. Building a Class II bike lane on SR49 is recommended. This will close the gap from the bike path along SR193 to the approved Class II bike lane just south of Northside Drive. The driveway on SR193 will need to be constructed to commercial driveway standards. There are future plans to improve the intersection of SR49 and SR193, possibly with a signal or roundabout. Fair share fees should be collected to contribute to the intersection improvements. If the proposed work encroaches into Caltrans R/W or impacts a State Highway, the proposed work requires an encroachment permit. In order to ensure timely processing of a Caltrans Encroachment permit, the applicant must study all relevant environmental issues within the State's right of way that are likely to be affected.

Cool/Pilot Hill Advisory Committee (CPHAC): Comments were received March 2, 2022 (Exhibit R). A variety of concerns were raised within the CPHAC comment sheet. Many issues raised ranging from access/circulation to fire safety would be reviewed and decided upon by the pertinent reviewing agency or department(s). Additional concerns including the potential need for back-up generators, lack of photometrics, and lack of complete information for environmental review. The project will be required to show the location of any back-up generators, provide photometrics, and provide any pertinent environmental reports and studies for the full entitlement submittal. The project will be required to be heard at the CPHAC to determine consistency with the County's Design Guidelines in effect at the time of project review.

5. Staff Observations and Notes

A. **Discretionary Permit / Environmental Analysis:** At this time, the processing of a discretionary permit and associated environmental analysis will be required given the project site is located within a County Community Design Review Overlay. A full entitlement permit review will result in an environmental impact review pursuant to the provisions of the California Environmental Quality Act (CEQA). A determination regarding the exact CEQA requirements cannot be made at this time, but may include an exemption, Initial Study preparation, or a full Environmental Impact Report (EIR).

6. Suggestions and Recommendations

7. Summary and Limits of Staff Response:

This summary concludes the initial review of the Pre-Application (PA21-0021) for a proposed 8,500-square-foot commercial structure which will house a 4,500-square-foot C-Store convenience gas station, a 2,500-square-foot drive-thru restaurant, and a 1,500-square-foot non-drive thru tenant. The site will include additional facilities including a 1,892-square-foot carwash, 3,024-square-foot automobile fuel canopy covering six-gas-pumps, and a 2,016-square-foot truck and RV fuel canopy covering three-gas-pumps on a 3.83-acre general commercial zoned property located at the intersection between State Highway 49 and State Highway 193 in the Cool Rural

Center. Although each of the declared and expected uses are allowed by right uses, the site sits within a design review overlay. As such, the project will require approval of a design review permit. The scope of this permit will be focused on design aesthetic concerns associated with both the proposed structures and overall site layout design. However, there may be specific portions that involve other aspects of the site including a bike path determination from Caltrans District Three. As of now, now uses which would require additional entitlements have been proposed. However, there are other uses allowed on this site with approval of a use permit. If any of these uses should be proposed in the future, this would result in a discretionary review of the site. This summary is not an approval of any permits or of actual conditions. Additional requirements may be required at time of submittal of any official Discretionary Planning or Building Permit Application.

If you have any questions regarding this summary, please feel free to contact Matthew Aselage at (530) 621-5977 or Matthew.Aselage@edcgov.us

Respectfully,

Matthew Aselage
Associate Planner

PLANNING AND BUILDING DEPARTMENT
PLANNING DIVISION

Placerville Office: 2850 Fairlane Court, Placerville, CA 95667
South Lake Tahoe Office: 924 B Emerald Bay Road, South Lake Tahoe, CA 96150
https://www.eldoradocounty.ca.gov/Home

Placerville Office:	Placerville Office:	Placerville Office:	South Lake Tahoe Office:
Building:	**Planning:**	**Code Enforcement:**	**All Services:**
(530) 621-5315	**(530) 621-5355**	**(530) 621-5999**	**(530) 573-3330**
bldgdept@edcgov.us	planning@edcgov.us	cdacode.enforcement@edcgov.us	plan-buildSLT@edcgov.us

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN that the County of El Dorado, as lead agency, has prepared a Mitigated Negative Declaration (MND) for the below referenced Project. The Draft MND analyzes the potential environmental effects associated with the proposed Project in accordance with the California Environmental Quality Act (CEQA). This Notice of Intent (NOI) is to provide responsible agencies and other interested parties with notice of the availability of the Draft MND and solicit comments and concerns regarding the environmental issues associated with the proposed Project.

LEAD AGENCY: County of El Dorado, 2850 Fairlane Court, Placerville, CA 95667

CONTACT: County Planner: Lela Shelley, 530-621-5859

PROJECT: DR22-0007/Cool Station, Automobile-based Commercial Project

PROJECT LOCATION: The property, identified by Assessor's Parcel Numbers 071-080-007 & 071-500-036, consisting of 5.2 acres, is located on the northeast corner of the intersection between California State Highway 49 and California State Highway 193, in the Cool Rural Center, Supervisorial District 4.

PROJECT DESCRIPTION: Design Review for the proposed two-phase construction of a 7,205-square-foot commercial building including a 2,585-square-foot drive-thru quick serve restaurant, and a 4,620-square-foot Convenience store. An additional 3,024-square-foot fuel canopy would be developed alongside the commercial building as Phase One, with associated driveways, parking lot, utilities, signage, and landscaping improvements. Phase Two would include a 2,852-square-foot building expansion and the development of an 1,892-square-foot carwash.

PUBLIC REVIEW PERIOD: The public review period for the Draft MND set forth in CEQA for this project is **30** days, beginning **September 22, 2025**, and ending **October 21, 2025**. Any written comments must be received within the public review period. Copies of the Draft MND for this project may be reviewed and/or obtained in the County of El Dorado Planning and Building Department, 2850 Fairlane Court, Placerville, CA 95667, during normal business hours or online at https://edc-trk.aspgov.com/etrakit/. In order to view attachments, please login or create an E-Trakit account and search the project name or application file number in the search box.

Please direct your comments to: County of El Dorado, Planning and Building Department, County Planner: Lela Shelley, 2850 Fairlane Court, Placerville, CA 95667 or EMAIL: planning@edcgov.us

PUBLIC HEARING: A public hearing before the Planning Commission has not been scheduled. Once that date has been determined, a public notice will be issued.

COUNTY OF EL DORADO
PLANNING AND BUILDING DEPARTMENT
KAREN L. GARNER, Director
September 19, 2025

DR22-0007 Cool Station
Automobile - based Commercial Project
Exhibit M - ISMND

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: DR22-000 7

Lead Agency: El Dorado County Planning Division
Contact Person: Lela Shelley, Assistant Planner
Mailing Address: 2850 Fairlane Court
Phone: (530) 621-5859
City: Placerville Zip: 95667
County: El Dorado

Project Location: County: E ID oado City/Nearest Community: Cool
Cross Streets: California State Highway 49 and California State Highway 193 Zip Code: 95614
Longitude/Latitude (degrees, minutes and seconds): 38 ° 53 ′ 13.9 ″ N / 121 ° 00 ′ 56.5 ″ W Total Acres: 5 2 Acres
Assessor's Parcel No.: 071-080-007 & 071-500-036 Section: 18 Twp.: 12 Range: 9 Base: MDM
Within 2 Miles: State Hwy #: State Hwy193 & State Hwy 49 Waterways: North Fork American River
Airports: Railways: Schools: Northside Elementary

Document Type:

CEQA: ☐ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other:
☒ Mit Neg Dec Other: ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: Design Review

Development Type:

☐ Residential: Units Acres
☐ Office: Sq.ft. Acres Employees
☒ Commercial: Sq.ft. 14,973 Acres Employees 6-8
☐ Industrial: Sq.ft. Acres Employees
☐ Educational:
☒ Recreational: Continue trail and trailhead parking
☐ Water Facilities: Type MGD
☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☐ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: TCR, GHG, energy, wildfire

Present Land Use/Zoning/General Plan Designation:

General Commercial (CG), Community Design Review (CG-DR)

Project Description: *(please use a separate page if necessary)*

Design Review for the proposed two-phase construction of a 7,205-square-foot commercial building including a 2,585-square-foot drive-thru quick serve restaurant, and a 4,620-square-foot Convenience store. An additional 3,024-square-foot fuel canopy would be developed alongside the commercial building as Phase One, with associated driveways, parking lot, utilities, signage, and landscaping improvements. Phase Two would include a 2,852-square-foot building expansion and the development of an 1,892-square-foot carwash.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

____	Air Resources Board	____	Office of Historic Preservation
____	Boating & Waterways, Department of	____	Office of Public School Construction
____	California Emergency Management Agency	____	Parks & Recreation, Department of
____	California Highway Patrol	____	Pesticide Regulation, Department of
x	Caltrans District # 3	____	Public Utilities Commission
____	Caltrans Division of Aeronautics	____	Regional WQCB # ____
____	Caltrans Planning	____	Resources Agency
____	Central Valley Flood Protection Board	____	Resources Recycling and Recovery, Department of
____	Coachella Valley Mtns. Conservancy	____	S.F. Bay Conservation & Development Comm.
____	Coastal Commission	____	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____	Colorado River Board	____	San Joaquin River Conservancy
____	Conservation, Department of	____	Santa Monica Mtns. Conservancy
____	Corrections, Department of	____	State Lands Commission
____	Delta Protection Commission	____	SWRCB: Clean Water Grants
____	Education, Department of	____	SWRCB: Water Quality
____	Energy Commission	____	SWRCB: Water Rights
____	Fish & Game Region # ____	____	Tahoe Regional Planning Agency
____	Food & Agriculture, Department of	____	Toxic Substances Control, Department of
____	Forestry and Fire Protection, Department of	____	Water Resources, Department of
____	General Services, Department of		
____	Health Services, Department of	____	Other: ____
____	Housing & Community Development	____	Other: ____
x	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date September 12, 2025 Ending Date October 12, 2025

Lead Agency (Complete if applicable):

Consulting Firm: Ascent, Inc.
Address: 455 Capitol Mall, Suite 300
City/State/Zip: Sacramento, CA, 95814
Contact: Sean Bechta
Phone: 916-444-7301

Applicant: MHA Design Services
Address: 11584 Francis Drive
City/State/Zip: Grass Valley, CA 95949
Phone: (530) 263-5899

Signature of Lead Agency Representative: _____ **Date:** 9/11/2025

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Initial Study/Proposed Mitigated Negative Declaration for the DR22-0007 / Cool Station – Automobile-based Commercial Project

Prepared for:

El Dorado County
2850 Fairlane Court
Placerville, CA 95667
530/621-5859

Contact: Lela Shelley, Project Planner

July 2025

TABLE OF CONTENTS

Section		Page
LIST OF ABBREVIATIONS		III
1	NOTICE ON INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION	1-1
1.1	Project Description	1-1
1.2	Project Location	1-1
1.3	Mitigation Measures included in the Project to Avoid Potentially Significant Impacts	1-1
1.4	Review and Approval	1-3
1.5	Proposed Findings	1-4
2	PROJECT DESCRIPTION	2-1
2.1	Project Overview	2-1
2.2	Project Location and Existing Setting	2-1
2.3	Project description/project features/etc.	2-1
2.4	Project Approvals	2-4
3	ENVIRONMENTAL CHECKLIST	3-1
3.1	Aesthetics	3-5
3.2	Agriculture and Forest Resources	3-7
3.3	Air Quality	3-9
3.4	Biological Resources	3-14
3.5	Cultural Resources	3-20
3.6	Energy	3-23
3.7	Geology and Soils	3-25
3.8	Greenhouse Gas Emissions	3-29
3.9	Hazards and Hazardous Materials	3-32
3.10	Hydrology and Water Quality	3-35
3.11	Land Use and Planning	3-38
3.12	Mineral Resources	3-40
3.13	Noise	3-41
3.14	Population and Housing	3-45
3.15	Public Services	3-46
3.16	Recreation	3-48
3.17	Transportation	3-49
3.18	Tribal Cultural Resources	3-55
3.19	Utilities and Service Systems	3-58
3.20	Wildfire	3-61
3.21	Mandatory Findings of Significance	3-64
4	REFERENCES	4-1
5	REPORT PREPARERS	5-1

ATTACHMENTS

Attachment A Air Quality Analysis
Attachment B Biological Assessment
Attachment C Traffic Impact Analysis Memorandum

FIGURES

Figure 2-1 Regional Location....2-2
Figure 2-2 Project Site....2-3
Figure 2-3 Site Plan....2-7
Figure 2-4 Site Plan over Aerial Photo....2-9
Figure 3-1 Existing Lane Configuration and Traffic Control....3-50
Figure 3-2 Existing Peak Hour Volumes....3-51

TABLES

Table 3-1 Sources and Health Effects of Criteria Air Pollutants....3-10
Table 3-2 El Dorado County Attainment Status Designations....3-11
Table 3-3 Acoustic Term Definitions....3-41
Table 3-4 Typical Noise Levels....3-42

LIST OF ABBREVIATIONS

2023 Ozone Plan	Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan
AB	Assembly Bill
ADMP	Asbestos Dust Mitigation Plan
APN	Assessor's Parcel Number
AQAP	air quality attainment plan
Basin Plan	Water Quality Control Plan for the Sacramento and San Joaquin River Basins
BMP	best management practice
C	Commercial
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CARB	California Air Resources Board
CDC	California Department of Conservation
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CHRIS	California Historic Resources Information System Center
CL	Commercial Limited
CNDDB	California Natural Diversity Database
CO_2	carbon dioxide
County	County of El Dorado
CRHR	California Register of Historic Resources
CRPR	California rare plant rank
CWPP	community wildfire protection plan
dB	decibels
DC	Design Review - Community
DWR	California Department of Water Resources
EDCAQMD	El Dorado County Air Quality Management District
EDCHMP	El Dorado County Multi-Jurisdictional Hazard Mitigation Plan
EDCSO	El Dorado County Sheriff's Office
EMD	Environmental Management Department
EP	Ecological Preserve
ESA	federal Endangered Species Act
FR	Forest Resource
ft	feet
GHG	greenhouse gas
HVAC	heating, ventilation, and air conditioning
IS/Proposed MND	Initial Study/Proposed Mitigated Negative Declaration
LAMP	local agency management plan
LOS	level of service
LUST	leaking underground storage tank

MCAB	Mountain Counties Air Basin
MMRP	mitigation monitoring and reporting program
MRZ	Mineral Resource Zones
MS4	municipal separate storm sewer system
msl	mean sea level
$MTCO_2e/yr$	metric tons of carbon dioxide equivalent per year
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Center
NCIC	North Central Information Center
NOA	Naturally Occurring Asbestos
NOx	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NR	Natural Resource
NRCS	Natural Resource Conservation
ORMP	Oak Resources Management Plan
PG&E	Pacific Gas and Electric Company
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particles
PRC	California Public Resource Code
Project Applicant	MHA Design Services
Project	DR22-0007 / 2-Phase Cool Station - Automobile-based Commercial Facility
ROG	reactive organic gases
ROW	right-of-way
RWQCB	regional water quality control board
SB	Senate Bill
SB	Senate Bill
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SR	State Route
SRA	state responsibility area
SWMP	storm water management plan
SWPPP	storm water pollution prevention plan
TAC	toxic air contaminant
Technical Advisory	*Technical Advisory on Evaluating Transportation Impacts in CEQA*
THRIS	Tribal Historic Information System
TPZ	Timber Production Zone
UAIC	United Auburn Indian Community
US 50	US Highway 50
USFWS	US Fish and Wildlife Service
USGS	US Geological Service
VMT	vehicle miles traveled
WERS	Western El Dorado Recovery Systems

1 NOTICE ON INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

This Initial Study/Proposed Mitigated Negative Declaration (IS/Proposed MND) has been prepared for the County of El Dorado (County) as the lead agency under the California Environmental Quality Act (CEQA). The purpose of this IS/Proposed MND is to evaluate and disclose potential environmental effects resulting from the DR22-0007 / 2-Phase Cool Station - Automobile-based Commercial Facility Project (Project). Under CEQA, the lead agency is the public agency with primary responsibility over approval of the project.

The County prepared this Proposed MND because, although the attached IS identifies potentially significant environmental effects, revisions to the Project have been made or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, consistent with Section 15070 of the State CEQA Guidelines.

1.1 PROJECT DESCRIPTION

MHA Design Services (the Project Applicant) has submitted an application to the County (the Lead Agency) for the DR22-0007 / 2-Phase Cool Station - Automobile-based Commercial Facility Project (Project). The project site consists of two parcels, one approximately 3.8-acres and one 1.4 acres (5.2 acres total). The Project is proposed in two-phase construction of a 9,787 square foot (sf) commercial building including four (4) suites as follows: 1,250 sf visitors center, a 1,500 sf non-drive-thru tenant, a 2,525 sf drive-thru quick serve restaurant, and a 4,512 sf commercial store (C-store).

1.2 PROJECT LOCATION

The Project site is located on the northeast corner of the intersection between California State Highway (SR) 49 and California SR 193, in the unincorporated community of Cool, in El Dorado County, California (assessor parcel number [APN] 071-080-007 and 071-500-036).

1.3 MITIGATION MEASURES INCLUDED IN THE PROJECT TO AVOID POTENTIALLY SIGNIFICANT IMPACTS

The following mitigation measures are identified in the attached IS to reduce potentially significant impacts.

Mitigation Measure 3.4-1: Nesting Bird and Raptor Protection

The project applicant shall implement the following measures to protect nesting birds and raptors:

- To minimize impacts to special-status bird species, raptors, and other native birds, development activities (e.g., vegetation clearing, ground disturbance, staging, construction of off-site improvements, and tree removal [if unavoidable]) shall be conducted during the nonbreeding season (approximately September 1 through January 31, as determined by a qualified biologist), when feasible. If project activities are conducted during the nonbreeding season, no further mitigation is required prior to the proposed activity.
- If development activities must commence during the avian nesting season (between February 1 and August 31), within 7 days prior to commencement of work a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for special-status birds, nesting raptors, and other native birds. Surveys shall be conducted in publicly accessible areas within 0.25 miles of the development activity area for white-tailed kite, 500 ft of the development activity area for other raptor species and special-status birds, and 50 ft of the development activity area for non-raptor common native bird nests.

- If no active bird nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the applicant and El Dorado County, and work may proceed. If at any time during the nesting season there is a lapse of two weeks or more with no work, a new survey for nesting birds shall be completed before work proceeds.
- If an active bird nest is found, a no-disturbance buffer shall be established around the nest site until the breeding season has ended or a qualified biologist has determined that the young have fledged or the nest is no longer active.
- The size of the no-disturbance buffer shall be determined by the biologist, based on the sensitivity of the bird species, nesting chronology of the species, disturbance characteristics (type, extent, visibility, duration, and timing), existing ambient conditions, and other factors (e.g., screening from existing structures, vegetation, or topography), as determined by the biologist. Buffers typically shall be 0.25 miles for white-tailed kite, 500 ft for other raptors, 100 ft for non-raptor special-status bird species, and at least 20 ft for common non-raptor bird species. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment shall be unlikely to adversely affect the nest. Any buffer reduction for a special-status bird species shall require coordination with CDFW.
- Daily monitoring of the nest by a qualified biologist during activities shall be required if the activity has potential to adversely affect the nest as determined by the qualified biologist, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project activities, as determined by the qualified biologist.
- Documentation of compliance with this mitigation measure and any required coordination with CDFW shall be provided to El Dorado County before commencement of any project construction activities.

Mitigation Measure 3.4-2: Oak Resources Protection

If Project implementation results in the loss or removal of a native oak tree on the project site that qualifies for protection under the ORMP, the project applicant shall obtain a permit from the County and pay the mitigation fee for oak woodland impacts as stated in the ORMP. The project applicant shall coordinate with the County prior to any planned removal of native oak trees and notify the County of any damage to native oak trees during construction and comply with any ORMP requirements. For three years after any project construction under retained native oak trees, if any of these trees die from conditions attributable to changes in the ground in the tree's dripline, the applicant will coordinate with the County and comply with any ORMP mitigation requirements.

Mitigation Measure 3.5-1: Protection of Unknown Archaeological Resources

In the event that unknown buried archaeological deposits (e.g., prehistoric stone tools, milling stones, shells, midden soils) are encountered during construction, all ground-disturbing activity within 100 ft of the resources shall be halted and a qualified professional archaeologist (36 Code of Federal Regulations 61) and appropriate Native American tribal representative shall be notified immediately and retained to assess the significance of the find. Construction activities could continue in other areas. If the find is determined to be significant by the qualified archaeologist or Native American tribe (i.e., because it is determined to constitute a unique archaeological resource), the archaeologist, in consultation with the Count and the culturally affiliated Native American tribe(s) shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, subsurface testing, or contiguous block unit excavation and data recovery.

Mitigation Measure 3.18-1: Protection of Known Tribal Cultural Resources

Components of the project that require earth-moving and excavation could impact the known Tribal cultural resource (P-09-003627). The project, as currently designed, would not result in ground disturbance within the known Tribal cultural resource. However, final engineering and other factors could change, which could cause project activities to move towards the Tribal cultural resource. To better protect the Tribal cultural resource in the event of unforeseen circumstances. a paid Tribal monitor authorized by UAIC will be present when the fencing is placed around the Tribal cultural resource. The monitor shall provide guidance on the placement of the fencing to achieve the desired protection of the Tribal cultural resource. A Tribal monitor from UAIC shall also be present during the removal of the fence. The applicant, or applicant's representative, shall fund the presence of the monitor during fence installation. In

addition, the applicant, or applicant's representative, shall contact and coordinate with the tribe 7 days prior to the installation of the fencing as well as 7 days prior to the removal of the fence.

Mitigation Measure 3.18-2: Protection of Unanticipated Discoveries of Tribal Cultural Resources

If any suspected Tribal cultural resources are discovered during ground disturbing construction activities, all work shall cease within 100 ft of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a Tribal cultural resource (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of Tribal cultural resources under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of Tribal cultural resources will not take place unless approved in writing by UAIC or by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal cultural resource may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB52, have been satisfied.

1.4 REVIEW AND APPROVAL

The purpose of the IS/Proposed MND is to present to decision-makers and the public information about the environmental consequences of implementing the project. This IS/Proposed MND will be available for a 30-day public review period from September 22, 2025 to October 21, 2025.

Supporting documentation referenced in this document is available for review at:

County of El Dorado
Planning and Building Department
2850 Fairlane Court, Building C
Placerville, California 95667

Comments should be addressed to:

Ande Flower, Planning Manager
Planning and Building Department
2850 Fairlane Court, Building C
Placerville, California 95667

E-mail comments may be addressed to: lela.shelley@edcgov.us

If you have questions regarding the IS/Proposed MND, please call Lela Shelley (530) 621-5859. If you wish to send written comments (including via e-mail), they must be postmarked by October 21, 2025.

After comments are received from the public and reviewing agencies, the County may (1) adopt the MND, a mitigation monitoring and reporting program (MMRP), and approve the project; (2) undertake additional

environmental studies, potentially including preparation of an Environmental Impact Report; or (3) deny the project. If the project is approved, the project proponent may proceed with the project.

1.5 PROPOSED FINDINGS

The County has reviewed and considered the proposed project and has determined that the project will not have a significant effect on the environment, with the proposed mitigation measures and based upon the substantial supporting evidence provided in the IS. The County hereby prepares and proposes to adopt a MND for this project.

This page is intentionally left blank.

2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

MHA Design Services (the Project Applicant) has submitted an application to the County of El Dorado (County) (the Lead Agency under CEQA) for the DR22-0007 / 2-Phase Cool Station - Automobile-based Commercial Facility (Project). The Project site is currently vacant and consists of two parcels with a combined acreage of 5.2 (APN's 071-080-007 and 071-500-036).

2.2 PROJECT LOCATION AND EXISTING SETTING

The proposed Project is located in the unincorporated community of Cool, in El Dorado County, California in Section 18, Township 12N, and Range 09E, on the Auburn, California 7.5-minute USGS quadrangle. The Project site is within the western slope of the Sierra Nevada foothills, 33 miles northeast of the City of Sacramento (Figure 2-1). Folsom Lake is approximately 6 miles west of the Project and the U.S Highway 50 corridor is approximately 11 miles south of the Project site.

The Project site is located on the northeast corner of the intersection between SR 49 and SR 193 (Figure 2-2). The Project site is currently undeveloped, but portions had been previously developed as a school site that is no longer present. The surrounding properties are located in a rural setting with various commercial developments in the immediate vicinity as various open space areas that are characterized by annual grasslands and oak woodlands. The property slopes gently to the southwest, with elevations ranging from approximately 1,520 to 1,560 feet (ft) above mean sea level (msl). A cluster of rock outcrops occupy the majority of the western portion of the Project site.

Existing development on-site consists of a utility corridor that runs east/west through the southern portion of the Project site. There is also a paved pedestrian/bicycle path running along the southern edge of the Project site. Patches of gravel and paved surfaces remain from the demolished school site.

Adjoining properties are developed with residential and commercial uses such as restaurants, shops, a grocery store, and a gas station. A Dollar General store is located directly north of the Project site's boundaries. There is one residential property of approximately 1 acre approximately 400 ft east of the Project site.

2.2.1 General Plan and Zoning

The Project site is designated as Commercial (C) in the County General Plan Land Use Diagram (EDC 2004a). As described in the County's General Plan Land Use Element, the C designation establishes areas for commercial retail, office, and service uses to serve the residents, businesses, and visitors of El Dorado County. These lands typically have a full range of commercial retail, office, and service uses to serve the residents, business, and visitors of El Dorado County. Mixed use development of commercial lands within Community Regions and Rural Centers which combine commercial and residential uses shall be permitted.

The zoning designations for the Project are Commercial Limited (CL) and Desing Review - Community (DC). The CL, Limited Commercial Zone, designates areas suitable for lower intensity retail sales, office, and service needs of the surrounding area while minimizing conflicts with the residential uses and outside traffic into the area. Mixed use development compatible with surrounding uses would also be appropriate. The DC, Design Review – Community, are adjacent to or visible from designated State Scenic Highway corridors or located within community design reviews areas established the El Dorado County Board.

2.3 PROJECT DESCRIPTION/PROJECT FEATURES/ETC.

The proposed Project would be constructed in two phases. Phase One would consist of a 7,205-sf commercial building including two suites, a 2,585-sf drive-thru quick serve restaurant and a 4,620 sf Convenience store (Figure 2-3). An additional 3,024 sf eight pump fuel canopy would be developed alongside the commercial building as part of Phase One. In addition, as part of Phase One a 2,582-sf building pad would be installed to support future Phase Two construction. Phase Two would consist of development of 1,892-sf carwash on the building pad installed during Phase One.

Source: Adapted by Ascent in 2025.

Figure 2-1 Regional Location

Source: Adapted by Ascent in 2025.

Figure 2-2 Project Site

The project would provide as part of Phase One parking for 61 regular vehicles, 2 Electric charging stalls, 2 trailer stalls, 2 ADA stalls, and racks sufficient to support parking of at least 6 bicycles.

The facility appearance and architecture is responsive to community input and designed to complement Historic Old Town architectural features. Project landscaping will include multiple parking lot tree plantings and a variety of shrubs and ground cover, all compliant with the Model Water Efficiency standard/regulations with low water use. A small patch of oak woodland will be left undisturbed in the east part of the site. There are four individual oak trees along the southern edge of the site (Figures 2-3 and 2-4). The Project would preserve existing trees wherever practical and feasible. There are no plans to remove these trees; however, some grading/ground disturbance would occur under the canopy of these trees. The project will install buffer fencing to identify undisturbed area around rock formations that will remain in place through construction.

Two monument signs are proposed. One would be located at the Northwest corner of the Project site, near SR 49, approximately 80 sf and less than 10 ft tall. The other would be located at the southwest corner of the Project site, near SR 193, approximately 40 sf and 7ft tall. Both would have a brick veneer design at the base to match the buildings, with multi-tenant signage on top.

Access would be provided at two driveways, one on SR 193 and one on SR 49. Driveways would meet all County vehicle design standards, emergency access requirements, and Caltrans encroachment requirements.

The fuel canopy would have eight pumps (16 dispensers). A fuel island would be constructed as part of the canopy area consisting of a concrete slab under the full extent of the fuel canopy with an impermeable surface extending 8 ft minimum beyond the face of the adjacent fuel pump dispenser. This concrete slab will be graded and constructed to prevent drainage across, or from, the dispensing area. This fuel island shall be equipped with drain inlets that direct drainage through sand and oil separators to the sanitary sewer system.

Project lighting would include 16 parking lot fixtures as well as building mounted lighting, and ceiling lighting within the fuel canopy; all with downward shielding fixtures.

As part of proposed Project a segment of Class II bike lane would be constructed along the SR 49, along the Project site's western boundary, extending north from SR 193 to the Project site's northern edge. This segment of Class II bike lane is intended to provide additional access and safety to complement the existing Class I pedestrian/bicycle path along the southern edge of the Project site.

Georgetown Divide Public Utility District (GDPUD) reviewed the Project and found that the Project is within the district's service boundaries. Per GDPUD, the site is entitled to derive service, subject to the district's water service priority policy, upon proper application and payment of the appropriate charges. The subject property is served by a ten-inch water main located in SR 193. There is also a ten-inch water main in SR 49 in the area next to the project site.

The Project would make use of a private on-site septic system. The septic system will meet the requirements for a commercial facility, including a grease interceptor to prevent grease from entering the leach field. A leach field considered sufficient to serve the proposed Project has been identified. However, a portion of the project site is reserve for additional leach field capacity of needed. For electricity the Project would connect to existing Pacific Gas & Electric (PG&E) facilities in SR 193 and or SR 49.

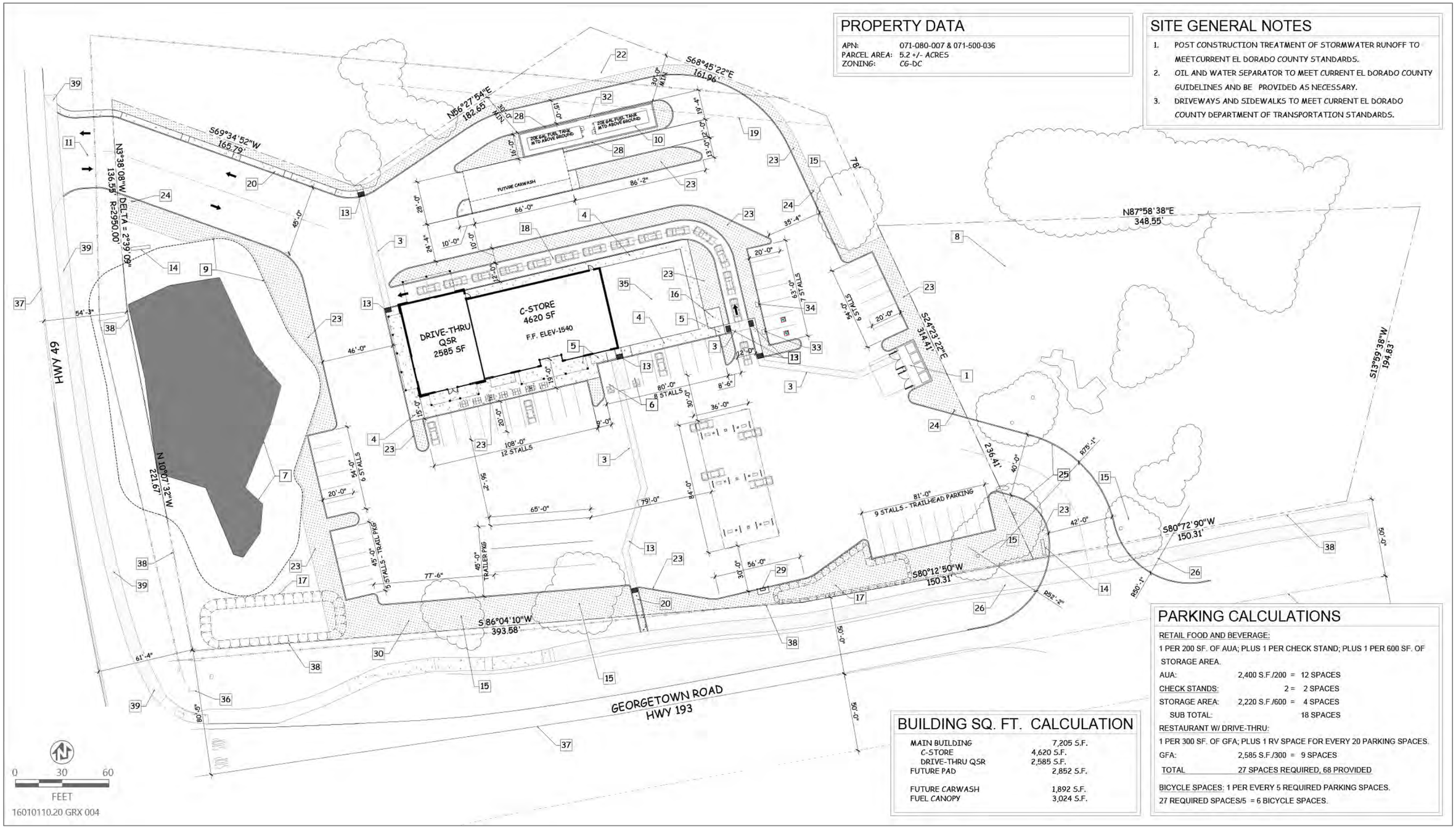
Construction would include grading improvements, utility trenching and drainage system installation, erosion control measures, proposed structures, fuel island, car wash, parking lot paving, landscaping and associated improvements. All construction activities would be completed in conformance with applicable agency requirements, and subject to building permits from the El Dorado County Building Services.

2.4 PROJECT APPROVALS

The project would require the following approvals:

- County of El Dorado: Planning Commission approval
- CalTrans
- Georgetown Public Utilities District

- El Dorado County Planning and Building departments
- El Dorado County Air Quality Management District
- El Dorado County Department of Transportation
- El Dorado County Fire Protection District
- El Dorado County Environmental Management Department approval of septic system leach field areas for proposed new parcels.



Source: Image produced and provided by MHA Design Services in 2025; adapted by Ascent in 2025.

Figure 2-3 Site Plan

Source: Image produced and provided by MHA Design Services in 2025; adapted by Ascent in 2025.

Figure 2-4 Site Plan over Aerial Photo

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1.	Project Title:	Cool Station – Automobile-based Commercial Project
2.	Lead Agency Name and Address:	County of El Dorado Planning and Building Department 2850 Fairlane Court, Building C Placerville, California 95667
3.	Contact Person and Phone Number:	Lela Shelley, Project Planner (530) 621-5859
4.	Project Location:	Assessor parcel number (APN) 071-080-007 and 071-500-036
5.	Applicant Name and Address:	Melvin Higginbotham, 11584 Francis Drive, Grass Valley, CA 95949
6.	General Plan Designation:	Commercial (C)
7.	Zoning:	General Commercial – Community Design Review (CG-DC)

8. Description of Project:

   MHA Design Services (the Project Applicant) is proposing to develop an automobile-based commercial facility, including a gas station, convenience store, and drive-thru quick serve restaurant; with construction of a car wash at a later date during a second phase of the project. The project would be located on a 5.2-acre site comprised of two parcels (APN's 071-080-007 and 071-500-036). See Chapter 2 of this document for additional information.

9. Surrounding Land Uses and Setting:

   The Project site is currently undeveloped, but portions had been previously developed as a school site that is no longer present. The surrounding properties are located in a rural setting with various commercial buildings and facilities in the immediate vicinity as well as open space areas that are predominately characterized by annual grasslands and oak woodlands.

10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)

- County of El Dorado: Planning Commission approval
- El Dorado County Planning and Building departments
- El Dorado County Air Quality Management District
- El Dorado County Department of Transportation
- El Dorado County Fire Protection District
- El Dorado County Environmental Management Department approval of septic system leach field areas for proposed new parcels.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes; At the time of the application request, seven Tribes: Colfax-Todds Valley Consolidated Tribe, Ione Band of Miwok Indians, Nashville Enterprise Miwok-Maidu-Nishinam Tribe, Shingle Springs Band of Miwok Indians, T'si-Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, Washoe Tribe of California and Nevada, had requested to be notified of proposed projects for consultation in the project area. Consultation notices were sent on February 16, 2023. Staff received a request from the United Auburn Indian Community for consultation on March 3, 2023. This request was received within a 30-day period from the date of staff's consultation initiation response. Staff had responded to the UAIC's documentation request on March 6, 2023. Consultation discussions occurred for several months, resulting in an agreement for the full avoidance of the area which may contain indigenous cultural resources. With avoidance built into the project, the county's standard unanticipated discovery condition of approval would be included in the project staff report. Consultation with UAIC will close once planning staff is able to provide a fully complete draft CEQA document and a Mitigation Monitoring and Reporting Program document. Both environmental documents were sent to the UAIC on August 5, 2025, including modifications requested by UAIC. The UAIC officially closed consultation on August 8, 2025. Shingle Springs Band of Miwok Indians also requested consultation and officially closed consultation on August 20, 2025 deferring to UAIC. No other consultation requests were received.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where checked below, the topic with a potentially significant impact will be addressed in an environmental impact report.

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards / Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance
	☐ None	☒ None with Mitigation Incorporated

DETERMINATION (To be completed by the Lead Agency)

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
Aaron Mount	Planning Manager
Printed Name	Title
El Dorado County Planning	
Agency	

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-than-Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics.				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

The Project is in a rural area, with existing development at the Project site consisting of a utility corridor that runs east/west through the southern portion of the site and remnants of past development (e.g., concrete pads). Vegetation on the Projects site consists of annual/ruderal grassland and individual oak trees. There is a rock outcrop on the western portion of the project site near SR 49, although similar rock outcrops are common in the region. SR 49 runs north/south adjacent to the western boundaries of the Project site, and SR 193 runs east/west adjacent to the southern boundaries of the Project site. Views of and views from the Project site are generally limited to immediately adjacent commercial properties as well as residential properties. The visual quality of the Project site is typical for the area, with no unusual or distinctive characteristics. The topography of the Project site slopes gently to the southwest portion of the Project site. Elevations range from approximately 1,520 to 1,560 ft above msl.

A list of the county's scenic views and resources is presented in Table 5.3-1 of the El Dorado County General Plan EIR (EDC 2003, p. 5.3-3). This list includes areas along highways where viewers can see large water bodies (e.g., Lake Tahoe and Folsom Reservoir), river canyons, rolling hills, forests, or historic structures or districts that are reminiscent of El Dorado County's heritage. The Project site is not among the scenic views identified in the General Plan EIR.

There is one eligible state scenic highway, SR 49, adjacent to the western boundaries of the Project site. The nearest officially designated state scenic highway is a segment of US Highway 50 (US 50) near Placerville, approximately 16 miles southeast of the Project site (Caltrans 2025). The Project site is not within the viewshed of State US 50 given the distance and topography.

There are various commercial structures along SR 49 and SR 193 opposite the project site, including shops, strip malls, and a gas station. The area has the character of a rural commercial center at the intersection of two main roads. Existing sources of light and glare within and surrounding the vacant Project site consist of interior and exterior building lights from commercial structures, lights from motor vehicles traveling on adjacent roadways (SR 49 and SR 193), and small

amounts of glare from light reflected from windows. In addition, the parking lot for the Holiday Market complex, south of the project site, is lighted, and various commercial enterprises in the area have illuminated signage.

3.1.2 Discussion

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

No Impact. There are no scenic vistas at the Project site. Views from, and of, the project site are limited by topography, existing development, and vegetation (e.g., oak woodland). Because the Project site is not part of a scenic vista, and no scenic vistas are visible from the project site, the Project would have no 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?

Less than Significant. As discussed in Section 3.1.1, the Project site is within the viewshed of an eligible state scenic highway, SR 49 along the western boundary of the Project site. Project development will avoid the rock outcrop along SR 49. Oak trees on the project site are on the eastern portion of the parcel and along the southern edge and no tree removal is proposed. No historic buildings would be affected by the Project, and Project structures would have architectural features similar to existing development in the area. Project development would not degrade the characters that make this segment of SR 49 eligible for state scenic highway status. Therefore, the Project would have a less than significant effect on scenic resources within a state scenic highway.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant. The site is located in a developed area surrounded on all sides by similarly zoned General Commercial (CG) and Community Commercial (CC) parcels. The zoning designations for the Project are Commercial Limited (CL) and Desing Review - Community (DC). The CL, Limited Commercial Zone, designates areas suitable for lower intensity retail sales, office and service needs of the surrounding area while minimizing conflicts with the residential uses and outside traffic into the area. Mixed use development compatible with surrounding uses would also be appropriate. The DC, Design Review – Community, are adjacent to or visible from designated State Scenic Highway corridors or located within community design reviews areas established the El Dorado County Board. Prior to the application of the (DC), Combining Zone design guidelines and standards shall be adopted by the Board. The proposed development for the Project would be consistent and compatible with these zoning designations (CL and DC) and would not degrade the surrounding land use zoning designations (CG and CC). In addition, the Project design and architecture would be consistent with applicable design guidelines for the site and would be compatible with existing surrounding development. There is an existing gas station with convenience store on the other side of Highway 49 from the project site and various types of other commercial development in the immediate vicinity. The proposed Project would not substantially degrade the existing visual character or quality of Project site or surroundings.

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

Less than Significant. As discussed in Section 3.1.1, existing sources of light and glare within and surrounding the Project site consist of interior and exterior building lights from widely spaced commercial structures, lights from motor vehicles traveling on adjacent roadways (SR 49 and SR 193), and small amounts of glare from light reflected from windows. In addition, the parking lot for the Holiday Market complex, south of the project site, is lighted and various commercial enterprises in the area have illuminated signage. Development of the Project site would result in new sources of glare, but they would be the same as existing sources including lighting associated with buildings and vehicles, glare from windows, parking lot lighting, and illuminated signage. The Project would be required to comply with the County's lighting Policy 2.8.1.1 that limits excess nighttime lighting. Policy 2.8.1.1 addresses building and parking lot lighting and lighted signage and includes various measures to limit adverse effects from lighting such as limiting brightness levels, directing lights downward, and shielding of lights to avoid potential glare. The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

According to the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program, the eastern portion of the Project site is classified as Other Land (CDC 2025a). The western portion of the Project site is identified as Urban and Built-Up Land (CDC 2025b). Neither of these land classifications (Other Land and Built-Up Land) qualify for Prime, Statewide, or Unique farmland designations (EDC 2004b). The Project site is not currently used for agricultural production, has not been used for agriculture in the recent past, and does not currently have Wiliamson Act enrollment (CDC 2025c).

County lands that are suitable for timber production are typically designated Natural Resource (NR) on the General Plan Land Use map and zoned Timber Production Zone (TPZ) or Forest Resource (FR). The Project site is zoned as CG and CC, and does not contain forestland or timberland. California Public Resource Code (PRC) Section 12220(g)

defines forest as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." Although some native oak trees occur on the Project site, there is less than 10-percent native tree cover on the site. PRC Section 4526 defines *timberland* as land that "is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees." California Government Code Section 51104(g) defines a *timberland production zone* as "an area which has been zoned pursuant to Sections 51112 or 5113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses; and timber as trees maintained for eventual harvest for forest project purposes (not including nursery stock."

3.2.2 Discussion

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

No Impact. As discussed in Section 3.2.1, there are no lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and there are no agricultural uses within the project site. Therefore, the project would not convert Important Farmland to non-agricultural use.

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

No Impact. As discussed in Section 3.2.1, the project site is not enrolled in a Williamson Act contract. The existing zoning would not change as a result of the proposed project. If development were to occur, it would be consistent with the zoning. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

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

No Impact. The project site is zoned as CG and CC, and is not zoned as forest land, timberland, or Timberland Production, and does not contain forest land or timberland as defined by the Public Resources Code or Government Code. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

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

No Impact. Although some native oak trees occur on the Project site, there is less than 10-percent native tree cover on the site. Therefore, there is no forest land on the Project site meeting the PRC Section 12220(g) definition of a forest. Therefore, the proposed Project would not result in the loss of forest land.

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

No Impact. The Project site does not contain agricultural or forest land. There is no designated Farmland or forest land in the vicinity of the project site. Project activities have no mechanism to affect Farmland or forest land distant from the project site. Therefore, the project would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use beyond the impact mechanisms evaluated above.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Are significance criteria established by the applicable air district available to rely on for significance determinations?	☒ Yes		☐ No	
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Environmental Setting

The project is located in the Mountain Counties Air Basin (MCAB), which is comprised of the western portion of El Dorado County, the middle portion of Placer County, and the entirety of Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne, and Mariposa counties. Ozone, respirable particulate matter (PM_{10}), and fine particles ($PM_{2.5}$) are the criteria air pollutants of primary concern in this analysis because of their nonattainment status with respect to the applicable National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) in the El Dorado County portion of the MCAB.

The El Dorado County Air Quality Management District (EDCAQMD) is the primary agency responsible for planning to meet NAAQS and CAAQS in El Dorado County. EDCAQMD works with other local air districts in the Sacramento region to maintain the region's portion of the State Implementation Plan (SIP) for ozone. The SIP is a compilation of plans and regulations that govern how the region and State will comply with the Clean Air Act requirements to attain and maintain the NAAQS for ozone. The Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2023 Ozone Plan) was prepared by the five local air districts of the Sacramento Federal Non-attainment Area, with the support of the California Air Resources Board (CARB), and is an air quality attainment plan (AQAP) applicable to development in the Project area (CARB 2023).

EDCAQMD has developed a *Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts under CEQA* (EDCAQMD 2002) for use by lead agencies when preparing environmental documents. The guidance includes thresholds of significance for criteria pollutants and toxic air contaminants (TACs) and recommendations for conducting air quality analyses. The guidance also describes project screening criteria to identify projects that can be classified as less than significant for one or more pollutants without the need for detailed calculations or modeling. According to EDCAQMD CEQA guidance (2002), single family housing development has a screening cut-point of 280

dwelling units (48 dwelling units if they have fireplaces/woodstoves). Emission from operation of a single family housing development that does not reach this cut-point are presumed to be less-than-significant and do not require air quality modeling. For construction exhaust emissions, impacts from projects that encompass 12 acres or less of ground that is being worked at one time are presumed to be less than significant, as long as standard construction emission conditions are in place (EDCAQMD 2002).

An Air Quality Impact Analysis Report was prepared for the proposed Project and is provided as Attachment A. The report models and quantifies expected construction and operational emissions of criteria pollutants and TACs from Project implementation. The EDCAQMD reviewed the Air Quality Impact Analysis Report for the Project and concurred with the results (EDCAQMD 2023). In their review of the report, EDCAQMD concurred that the air quality criteria pollutant resulting from the project would be less than significant, and the project would comply with applicable EDCAQMD rules.

CRITERIA AIR POLLUTANTS

Concentrations of criteria air pollutants are used to indicate the quality of the ambient air. Emission source types and health effects are summarized in Table 3-1 and El Dorado County's attainment status for the CAAQS and the NAAQS are shown in Table 3-2.

Table 3-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Nitrogen dioxide (NO_2)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.

[1] "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

[2] "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Sources: EPA 2025.

Attainment Status

As shown in Table 3-2, El Dorado County is designated as nonattainment for ozone with respect to both the NAAQS (8-hour standard) and CAAQS (1-hour Classification and 8-hour standard), nonattainment for PM_{10} with respect to the CAAQS, and nonattainment for $PM_{2.5}$ with respect to the NAAQS.

Table 3-2 El Dorado County Attainment Status Designations

Pollutant	National Ambient Air Quality Standard	California Ambient Air Quality Standard
1-hour Ozone	Nonattainment	Revoked in 2005
8-hour Ozone	Nonattainment	Serious Nonattainment
Carbon Monoxide	Unclassified	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment
24-hour Respirable Particulate Matter (PM_{10})	Nonattainment	Unclassified/Attainment
Annual PM_{10}	Nonattainment	
24-hour Fine Particulate Matter ($PM_{2.5}$)	—	Nonattainment
Annual $PM_{2.5}$	Unclassified	Nonattainment

Source: CARB 2025.

NATURALLY OCCURING ASBESTOS

An asbestos map of western El Dorado County prepared by the County shows the location of individual parcels and areas in the following four categories that either contain Naturally Occurring Asbestos (NOA) or are considered to be subject to elevated risk of containing NOA (EDC 2018):

- Found Area of NOA,
- Quarter Mile Buffer for Found Area of NOA,
- More Likely to Contain Asbestos, and
- Quarter Mile Buffer for More Likely to Contain Asbestos or Fault Line.

The subject Project site is entirely within an Asbestos Review Area, requiring that an Asbestos Dust Mitigation Plan (ADMP) application be submitted to and approved by the EDAQMD prior to project construction if project activities move more than 20 cubic yards of soil (EDC 2018).

3.3.2 Discussion

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

Less than Significant. Applicable AQAPs (e.g. CARB 2023) for the region, including the MCAB portion of El Dorado County, were developed to bring the region into attainment as required by the federal and California Clean Air Acts. According to the EDCAQMD CEQA guidance (2002), projects are considered consistent with applicable air quality plans if they satisfy the following criteria:

- The project does not require a change in the existing land use designation, such as through a general plan amendment or rezone.
- The project does not exceed the "project alone" significance criteria.
- The project implements applicable emission reduction measures.
- The project complies with all applicable district rules and regulations.

The proposed Project would not require a change in existing land use or zoning for the project site and would consist of development which was included in growth projections used in the formulation of applicable AQAPs. Potential short-term construction and long-term operation associated with the proposed development would be required to implement all applicable emission reduction measures and comply with applicable EDCAQMD rules and regulations. The "Project Alone" significance criteria is based on use of an emissions model to estimate a project's long term operational emissions of reactive organic gases (ROG) and oxides of nitrogen (NOx). According to the pollutant emissions analysis provided in the Air Quality Impact Analysis Report (Attachment A) and the EDCAQMD review of that report (EDCAQMD 2023), the Project emissions would be below applicable thresholds of significance and can be presumed to have less than significant impacts. Because the Project would not conflict or obstruct implementation of applicable air quality plans, impacts would be less than significant.

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

Less than Significant. El Dorado County is currently designated as nonattainment with respect to the NAAQS and CAAQS for ozone, the NAAQS for $PM_{2.5}$, and the CAAQS for PM_{10}. The significance criteria for ozone is based on two directly emitted primary precursors of ozone, ROG and NOx. A project that emits 82 pounds per day or more of either of these pollutants would be considered to have a significant adverse impact on air quality. For the other criteria pollutants, including PM_{10}, a project is considered to have a significant impact on air quality if it will cause or contribute significantly to a violation of the applicable national or state ambient air quality standard(s). (EDCAQMD 2002)

According to the pollutant emissions analysis provided in the Air Quality Impact Analysis Report (Attachment A) and the EDCAQMD review of that report (EDCAQMD 2023), Project emissions would not result in a considerable net increase in any criteria pollutant. Construction and operational emissions would be below the 82 pounds per day threshold for ROG and NOx. Emissions of PM10 and PM2.5 would be not result in significant air quality impacts through compliance with applicable EDCAQMD conditions.

Project development could result in construction related emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from activities such as site preparation, grading, building construction, paving, application of architectural coating, off-road equipment, material delivery, and worker commute trips. Additionally, long-term operational emissions associated with the proposed development at the Project site could include area sources (landscape equipment, consumer products, maintenance activities) and mobile sources (vehicle trips to the project site). Emissions resulting from the proposed development would not exceed applicable thresholds. In addition, the Project would meet the County's screening criteria for projects that can be presumed to have less than significant construction and operational impacts without the need for detailed calculations or modeling (e.g., construction area less than 12-acres and development less than the equivalent of 280 dwelling units. Although detailed emissions modeling would not necessarily be needed for the Project, modelling was conducted for the Project and provided in the Air Quality Impact Analysis Report. The results align with a less than significant conclusion based solely on the screening criteria. Emissions would not exceed applicable thresholds and would not contribute substantially to the region's nonattainment status.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the potential presence of individuals particularly sensitive to pollutants and the potential for increased and prolonged exposure of individuals to pollutants. The closest sensitive receptors to the Project site are existing commercial buildings on adjacent properties, most of which are at least 100 ft from Project site boundaries.

Development of the Project site could result in the release of construction and operational pollutants. Construction-related activities could result in temporary, intermittent emissions of diesel PM from equipment exhaust, including during site preparation and grading. The proposed development could also result in the operational emissions of diesel PM from the increase in vehicle trips and associated diesel PM emissions.

The pollutant emissions analysis provided in the Air Quality Impact Analysis Report (Attachment A) and the EDCAQMD review of that report (EDCAQMD 2023) includes an analysis of health risks that might result from emissions associated with Project construction and operation. The analysis concluded that sensitive receptors would not be exposed to substantial pollutant concentrations or pollutants that would result in a significant health risk.

Both the CDC and El Dorado County have identified the project site as an area that could contain NOA (EDC 2018). Therefore, ground disturbance could result in the potential for NOA to be mobilized and for particles to reach nearby parcels. Standard EDCAQMD conditions include the preparation and implementation of an ADMP if more than 20 cubic yards of dirt will be moved. Adherence with this standard condition would minimize the potential for the project to expose sensitive receptors to substantial concentrations of NOA. Impacts would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant. Project development could result in the release of construction odors. Because construction-related odors would be intermittent, temporary, and would disperse rapidly with distance from the source, construction-related odors would not result in the frequent exposure of a substantial number of individuals to objectionable odors. With respect to operation, commercial uses, including gas stations, are not land uses that typically generate excessive objectionable odors. In addition, there is already a gas station with convenience store and food service uses in the immediate project vicinity without objectionable odors affecting a substantial number of people. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people.

3.4 BIOLOGICAL RESOURCES

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

3.4.1 Environmental Setting

The Project site is located in the community of Cool, in El Dorado County, California. The Project site is in a rural area, with most properties in the region being privately owned. Existing development on-site consists of a utility corridor that runs north/south through the eastern portion of the site, patches of gravel, some paved areas, and concrete slabs and similar features remaining from past development. The eastern part of the site, which is located outside of the development footprint and will not be disturbed as part of the project, is less disturbed by past development. There is a small patch of oak woodland with some rocky features in the east part of the site and an open grassland field. On the far western portion of the site, also outside of the development footprint, there is a large rock outcrop. The project site slopes gently to the southwest, ranging in elevations from approximately 1,520 to 1,560 ft above msl.

SR 49 borders the west edge of the site and SR 193 borders the south edge of the site. There are commercial properties opposite the project site across both roads. There are also commercial properties to the north and east of the site, intermixed with patches of grassland and woodlands. A store constructed in the past two years is situated north of the site along SR 49, and there is a transmission tower resembling a fake tree north of the central-east part of the site. Beyond this more developed portion of the community of Cool, surrounding land use in this part of El Dorado County is large open space comprised of annual grassland and oak woodlands interspersed with residential properties.

The USDA Natural Resource Conservation (NRCS) Service Web Soil Survey indicates that the project site is underlain primarily by very rocky loam (NRCS 2025) from the DeE soil series. The Project site is not located within any of the County's mitigation areas for rare plants, and it is not within designated critical habitat for any species.

The Project site and surrounding properties are dominated by mixed oak woodland. The predominant trees on the Project site are blue oak *(Quercus douglasil)* and interior live oak *(Quercus wislizeni))*. Native shrubs typical of chaparral habitats in the region are present on the eastern and western portions of the site, including buck brush *(Ceanothus cuneatus),* greenleaf manzanita *(Arctostaphylos patula),* and poison oak *(Toxicodendron diversilobum).* The annual grassland and herbaceous vegetation on the site contain native and nonnative grasses and forbs typical of the region including species such as Spanish clover (*Acmispon americanus*), oat (*Avena sp*.), ripgut brome *(Bromus diandrus),* Italian thistle *(Carduus pycnocephalus),* yellow star thistle (*Centaurea solstitialis)*, Fitch's spikeweed (*Centromadia fitchii*), annual hairgrass (*Deschampsia danthonioides*), annual fireweed (*Epilobium brachycarpum*), gumplant (*Grindelia camporum*), foxtail barley (*Hordeum murinum*), prickly lettuce (*Lactuca serriola*), long-beaked hawkbit (*Leontodon saxatilis*), creeping wild-rye (*Leymus triticoides*), perennial ryegrass (*Lolium perenne*), medusa-head grass (*Taeniatherum caput-medusae*), rose clover (*Trifolium hirtum*), Ithuriel's spear (*Triteleia laxa*), rat-tail six-weeks grass (*Vulpia myuros*), and Dogtail grass *(Cynosurus echinatus).*

There are no streams, lakes, or potentially jurisdictional Water of the U.S. of any type in the site. There are also no areas in the site that meet the technical criteria of wetlands (i.e., presence of hydrophytic vegetation, hydric soils, and wetland hydrology). The site is upland grasses with soils that appear to be well drained.

3.4.2 Discussion

Information on sensitive biological resources previously recorded near the Project site was collected through a search of the following databases and background reports:

- California Natural Diversity Database (CNDDB) record search within the Auburn, Greenwood, Pilot Hill, and Coloma US Geological Service (USGS) 7.5-minute quadrangles (CDFW 2025a);
- California Native Plant Society, Rare Plant Inventory search of Auburn, Greenwood, Pilot Hill, and Coloma USGS 7.5-minute quadrangles (CNPS 2024);
- US Fish and Wildlife Service (USFWS) Information for Planning and Conservation project planning tool (USFWS 2023);
- USFWS National Wetlands Inventory website (USFWS 2025b);
- USGS National Hydrography Dataset (USGS 2025a);
- CDFW Terrestrial Connectivity Data and Resources (CDFW 2025b, Spencer et al. 2010);
- Site-specific Biological Resources Evaluation Report (HBD Capital LLC 2023)(Attachment B);
- Conservation and Open Space Element of the El Dorado County General Plan, as amended (EDC 2004a).

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. Special-status species are defined as species that are legally protected or that are otherwise considered sensitive by federal, state, or local resource agencies, which fall into one or more of the following categories:

- officially listed under the federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA) as endangered, threatened, or rare;
- a candidate for state or federal listing as endangered, threatened, or rare;
- taxa (i.e., taxonomic category or group) that meet the criteria for listing, even if not currently included on any list, as described in Section 15380 of the State CEQA Guidelines;
- species identified by CDFW as Species of Special Concern;
- species listed as Fully Protected under the California Fish and Game Code;
- species afforded protection under local planning documents; and
- taxa considered by CDFW to be "rare, threatened, or endangered in California" and assigned a California rare plant rank (CRPR). The CDFW system includes five rarity and endangerment ranks for categorizing plant species of concern. The three relevant to the project are summarized as follows:
  - CRPR 1A - Plants presumed to be extinct in California;
  - CRPR 1B - Plants that are rare, threatened, or endangered in California and elsewhere; and
  - CRPR 2 - Plants that are rare, threatened, or endangered in California but more common elsewhere.

Special-Status Plants

A Biological Resources Evaluation Report, which included special-status plants assessment, was completed for the Project site in 2023 (HBD Capital LLC 2023) (Attachment B). There are 14 special-status plants with records in the region: Jepson's onion (*Allium jepsonii*), big-scale balsamroot (*Balsamorhiza macrolepis*), Stebbins' morning-glory (*Calystegia stebbinsii*), chaparral sedge (*Carex xerophila*), Pine Hill ceanothus (*Ceanothus roderickii*), Red Hills soaproot (*Chlorogalum grandiflorum*), Brandegee's clarkia (*Clarkia biloba ssp. brandegeeae*), Bisbee Peak rush-rose (*Crocanthemum suffrutescens*), Butte County fritillary (*Fritillaria eastwoodiae*), El Dorado bedstraw (*Galium californicum ssp. sierrae*), dubious pea (*Lathyrus sulphureus var. argillaceus*), Layne's ragwort (*Packera layneae*), oval-leaved viburnum (*Viburnum ellipticum*), and El Dorado County mule ears (*Wyethia reticulata*). A rare plant survey was conducted at the Project site in 2023 and no special-status plants were observed during this survey. Given the disturbed nature of the site and poor habitat conditions, it is considered unlikely that any special-status plant species occur. The Project site is not within an area designated by the County as a preferred ecological preserve for rare plants (EDC 2025a). Considering the absence of rare plants during a past survey, and the very low potential for rare plants to be present, potential impacts on rare plants from Project implementation would be less than significant.

Special-Status Wildlife

The Biological Resources Evaluation Report prepared for the project includes a special-status wildlife assessment (HBD Capital LLC 2023) (Attachment B). A special-status wildlife survey was conducted at the Project site in 2023 and no special-status wildlife species were observed. According to a review of database searches, there are 12 special-status wildlife species with records in the region: tricolored blackbird (*Agelaius tricolor*), bald eagle (*Haliaeetus leucocephalus*), bank swallow (*Riparia riparia*), pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), fisher (*Pekania pennanti*), foothill yellow-legged frog (*Rana boylii*, pop. 3 and 5), Central Valley steelhead (*Oncorhynchus mykiss irrideus*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), and western bumble bee (*Bombus occidentalis*). California red-legged frog (*Rana aurora draytonii*) and monarch butterfly (*Danaus*

plexippus). With no aquatic habitats on the project site, there is no potential for aquatic species to be present. There are no elderberry shrubs on the site that might support valley elderberry longhorn beetle. Given the disturbed nature of the site and poor habitat conditions, it is considered unlikely that any other special-status wildlife species occur and none of these species would be affected by project implementation.

Nesting habitat for common raptors, migratory birds, and other nesting birds protected under the Fish & Game Code, Migratory Bird Treaty Act, or other regulations is present in the remaining oak woodland and chaparral on the project site and in woodland habitat adjacent to the project site. Common bird species could also nest in herbaceous vegetation or on the ground in ungraded portions of the site such as Mourning Dove (Zenaida macroura), Killdeer (Charadrius vociferous), or a variety of other songbirds. If project activities were to commence during the typical bird nesting season (February 1 to August 31), project activities associated with ground disturbance or vegetation removal in the vicinity of bird nests could lead to destruction of nests, abandonment of eggs or young, or forced fledging, which could be a violation of the Fish and Game Code and/or Migratory Bird Treaty Act. Therefore, this impact would be significant.

Mitigation Measures

Mitigation Measure 3.4-1: Nesting Bird and Raptor Protection

The project applicant shall implement the following measures to protect nesting birds and raptors:

- To minimize impacts to special-status bird species, raptors, and other native birds, development activities (e.g., vegetation clearing, ground disturbance, staging, construction of off-site improvements, and tree removal [if unavoidable]) shall be conducted during the nonbreeding season (approximately September 1 through January 31, as determined by a qualified biologist), when feasible. If project activities are conducted during the nonbreeding season, no further mitigation is required prior to the proposed activity.
- If development activities must commence during the avian nesting season (between February 1 and August 31), within 7 days prior to commencement of work a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for special-status birds, nesting raptors, and other native birds. Surveys shall be conducted in publicly accessible areas within 0.25 miles of the development activity area for white-tailed kite, 500 ft of the development activity area for other raptor species and special-status birds, and 50 ft of the development activity area for non-raptor common native bird nests.
- If no active bird nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the applicant and El Dorado County, and work may proceed. If at any time during the nesting season there is a lapse of two weeks or more with no work, a new survey for nesting birds shall be completed before work proceeds.
- If an active bird nest is found, a no-disturbance buffer shall be established around the nest site until the breeding season has ended or a qualified biologist has determined that the young have fledged or the nest is no longer active.
- The size of the no-disturbance buffer shall be determined by the biologist, based on the sensitivity of the bird species, nesting chronology of the species, disturbance characteristics (type, extent, visibility, duration, and timing), existing ambient conditions, and other factors (e.g., screening from existing structures, vegetation, or topography), as determined by the biologist. Buffers typically shall be 0.25 miles for white-tailed kite, 500 ft for other raptors, 100 ft for non-raptor special-status bird species, and at least 20 ft for common non-raptor bird species. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment shall be unlikely to adversely affect the nest. Any buffer reduction for a special-status bird species shall require coordination with CDFW.
- Daily monitoring of the nest by a qualified biologist during activities shall be required if the activity has potential to adversely affect the nest as determined by the qualified biologist, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project activities, as determined by the qualified biologist.
- Documentation of compliance with this mitigation measure and any required coordination with CDFW shall be provided to El Dorado County before commencement of any project construction activities.

Significance after Mitigation

With implementation of Mitigation Measure 3.4-1, the potential loss of individuals or eggs of special-status birds and other bird species protected under the MBTA and Fish and Game Code as a result of the proposed development at the Project site would be avoided. This would reduce potential impacts to a less-than-significant level.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service?

No impact. The Project site does not contain any riparian habitat or aquatic habitats, or sensitive natural communities that would be affected by Project implementation. Therefore, the Project would not adversely affect any riparian habitat or other sensitive natural community.

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

No impact. The project area does not contain any aquatic habitat (i.e., wetlands, streams, canals, irrigation ditches). Project implementation would, therefore, not result in any impact on State-protected or federally protected wetlands. Therefore, there would be no impact.

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

Less-than-significant impact. The Project site does not support habitat for native resident or migratory fish. The Project site is also not within the range of mule deer migration. There are no streams or riparian corridors on the project site that would serve as movement corridors. The Project site is surrounded by existing development and has substantial roads (SR 49 and SR 193) on two sides. The Project site does not connect any existing habitat areas. Therefore, the site does not currently function as an important wildlife movement corridor. Any common wildlife currently using the property would be expected to continue moving through undeveloped portions of the site. Any wildlife moving through the area currently would have to be tolerant of development, human presence, vehicles, and domestic animals. Therefore, no significant impacts on wildlife movement corridors would result from implementation of the proposed Project.

Because of the degraded nature of the habitat on the Project site and the existing surrounding development, the site would not function as a native wildlife nursery site and Project development would not substantially impede the use of a native wildlife nursery site. This impact is less than significant.

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

Less than significant with Mitigation Incorporated. The adopted El Dorado County General Plan Conservation and Open Space Element discusses significant natural resources in the County, including aquatic habitat, special-status species, and sensitive habitats, and establishes goals, objectives, and policies related to these topics. Relevant policies from the El Dorado County General Plan include:

- Objective 7.4.2: Identify and Protect Resources - Identification and protection, where feasible, of critical fish and wildlife habitat including deer winter, summer, and fawning ranges; deer migration routes; stream and river riparian habitat; lake shore habitat; fish spawning areas; wetlands; wildlife corridors; and diverse wildlife habitat.
  - Policy 7.4.4.4: For all new development projects or actions that result in impacts to oak woodlands and/or individual native oak trees, including Heritage Trees, the County shall require mitigation as outlined in the El Dorado County ORMP. The ORMP functions as the oak resources component of the County's biological resources mitigation program, identified in Policy 7.4.2.8

El Dorado County General Plan Biological Resources Policy Update and Oak Resources Management Plan

The El Dorado County Board of Supervisors adopted the Biological Resources Policy Update and ORMP in October 2017. The Biological Resources Policy Update included revisions to the General Plan objectives, policies, and implementation measures to establish a comprehensive Biological Resource Mitigation Program. The objective of this program is to conserve special-status species habitat, aquatic habitat, wetland and riparian habitat, habitat for migratory deer herds, and large expanses of native vegetation. The ORMP updated and revised the existing Oak Woodland Management Plan, and now defines mitigation requirements for impacts on oak woodlands, individual native oak trees, and heritage trees; and also outlines El Dorado County's strategy for oak resource management and conservation. The ORMP establishes an in-lieu fee payment option for impacts on oak woodlands and oak trees and identifies Priority Conservation Areas where oak woodland conservation efforts will be focused. The standards for implementing the County's ORMP are established in the County's Oak Resources Conservation Ordinance, found in County Code Chapter 130.39.

The ORMP designates three classes of protected oak resources: oak woodlands that have at least 10 percent oak canopy; heritage trees, defined as native oaks with a total trunk diameter at breast height of 36 inches or greater; and individual oak trees, defined as native oak trees with a trunk diameter at breast height of 6 inches or greater that are not located in oak woodlands. An oak woodland removal permit is required prior to removal of oak trees that are part of an oak woodland and an oak tree removal permit is required prior to removal of heritage trees and individual oak trees. Mitigation for impacts on oak woodlands is based on the total area affected ranging from 1:1 mitigation for zero to 50 percent removal to 2:1 mitigation for more than 75 percent removal. Mitigation may be completed with a combination of the following options: acquisition of an off-site conservation easement, payment of in-lieu fees, or either on- or off-site replacement planting of up to 50 percent of the required mitigation area. Mitigation for removal of heritage or individual oak trees requires on- or off-site replacement planting or payment of in-lieu fees at a 3:1 (heritage trees) or 1:1 (individual oak trees) ratio, respectively, to the number of trunk inches removed. Any oak woodland preserved on site and all mitigation planting areas must be protected in perpetuity through deed restrictions or a conservation easement.

Protected Oak Resources

Removal of oak trees is not included as part of the proposed Project; however, the development footprint does extend under the canopy of some individual oak trees. Either through accidental damage, or through changes in ground surface conditions within the tree's dripline, mortality of a small number of individual native oak trees is possible. If mortality to individual oak trees occur, mitigation consistent with the ORMP would be required. Without mitigation, the project would conflict with local policies and ordinances protecting biological resources.

Mitigation Measure 3.4-2: Oak Resources Protection

If Project implementation results in the loss or removal of a native oak tree on the project site that qualifies for protection under the ORMP, the project applicant shall obtain a permit from the County and pay the mitigation fee for oak woodland impacts as stated in the ORMP. The project applicant shall coordinate with the County prior to any planned removal of native oak trees and notify the County of any damage to native oak trees during construction and comply with any ORMP requirements. For 3-years after any project construction under retained native oak trees, if any of these trees die from conditions attributable to changes in the ground in the tree's dripline, the applicant will coordinate with the County and comply with any ORMP mitigation requirements.

Significance after Mitigation

With implementation of Mitigation Measures 3.4-2, impacts to native oaks would be mitigated according to the County's mitigation policies making project activities consistent with County policies and ordinances. This impact would be reduced to a less than significant level.

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

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved state habitat conservation plans that apply to the Project site. Compliance with County conservation requirements is described under question e.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Substantially disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

3.5.1 Environmental Setting

The Project site is located within the territory occupied by the Nisenan at the time of initial contact with European Americans. The Nisenan are Native American peoples also referred to as "Southern Maidu" who occupied the drainages of the southern Feather River and Honcut Creek in the north, through Bear River and the Yuba and American River drainages in the south. Villages were frequently located on flats adjoining streams, and were inhabited mainly in the winter as it was usually necessary to go out into the hills and higher elevation zones to establish temporary camps during food gathering seasons. As with all northern California Indian groups, economic life for the Nisenan revolved around hunting, fishing, and collecting of plant foods. Their knowledge of the uses of local animals and plants, and abundant raw materials sources led to the manufacturing of an immense array of primary and secondary tools and implements (Jensen 2022).

Water storage and transportation and related hydroelectric development represent additional important historic themes in El Dorado County, along with logging, ground transportation, public land entry, and homesteading. The early mining activity, coupled with historic through contemporary logging, ranching and associated water distribution projects, have all impacted prehistoric and early historic sites in this portion of El Dorado County and the Project site.

It appears likely that construction of Highway 49, adjacent to the west side of the property, may have affected a portion of the project area, and aerial images of the property indicate that it, as well as the adjacent lands, have been intensively disturbed throughout the past several decades. Cave Valley/Cool Elementary School was established sometime around 1900, and appears to have been located within the present Project site. In 1952, the Northside Elementary School was constructed south of Cool, replacing the former school, which was subsequently demolished. Based on aerial images taken in 1984, the school, or a related building, is standing within the property in November of that year.

A cultural resources records search was conducted on May 17, 2022, by the North Central Information Center (NCIC) of the California Historical Resources Information System at California State University, Sacramento. The records search was conducted to determine if precontact or historic cultural resources had been previously recorded within the Project site, the extent to which the Project site had been previously surveyed, and the number and type of cultural resources within a 0.25-mile radius of the Project site.

The NCIC records search indicated that one prior cultural resources study has occurred within the Project site. An additional 18 studies have been completed within the 0.25-mile records search radius. According to the records search, one archaeological site, P-09-003627, has been previously recorded within the Project site, consisting of bed

rock outcrops as well as remnants of the historic Cave Valley. Six additional cultural resources have been recorded within the 0.25-mile records search radius.

The previous cultural resources study within the Project site involved efforts to determine whether or not, P-09-003627 extended into the parcel, and if so, to what extent. Those efforts failed to identify any prehistoric or historic-era cultural material within the northern portion of the parcel, and because substantial ground disturbance was noted to the south (present Project site) informal trowel probes and shovel scrapes were conducted. A total of 20 trowel probes were placed at various intervals throughout the western and southern portions of site P-09-003627. No evidence of precontact cultural material was observed within any of the trowel probes, nor on the surface of the site, nor on the soil surface throughout the Project site. All of the lithic material observed within, and among the boulders and outcrops appear to be the result of natural erosion, and contemporary disturbances (target shooting, heavy equipment, etc.).

A pedestrian survey was conducted on June 13, 2022, which was able to identify the remnants of the historic Cave Valley in the location where it was originally recorded. All of the soils located within proximity of, and between, these concrete remnants have been subjected to intensive disturbance associated with wholesale demolition. P-09-003627 exhibits a substantial reduction of original integrity.

P-09-003627 was evaluated for the California Register of Historic Resources (CRHR) to determine if the site meets the criteria to be considered a significant (unique) archaeological resource under CEQA. This site is not associated with events that have made significant contributions to the broad patterns of local or regional history or the cultural heritage of California or the United States. There is no evidence that this site ever made significant contributions to history. While the theme of education appears to be the primary function undertaken at this site, there is no evidence supporting a contribution beyond the typical or mundane. Consequently, this site is recommended not eligible per CRHR Criterion 1.

This site is not associated with the lives of persons important to local, California, or national history. While the resource is associated with early 20th century, historic-era education activities, there is no evidence that those responsible for such activities were prominent in their fields, nor did any particular person involved in activities which resulted in the formation of this resource ever make any known, significant contributions to history. Consequently, this site is not recommended eligible per CRHR Criterion 2.

Based on existing inventory data maintained by the NCIC, there are a number of records on file for historic-era schools that are far better condition, and which possess the better attributes than those present at this site. Such components and the physical remnants which comprise this site are thus not considered rare or underrepresented in the existing California State inventory for the County in general or the project area in particular, nor does this site represent a "... distinctive type..." or "...a distinguishable entity whose components may lack individual distinction." Consequently, this site is not recommended eligible per CRHR Criterion 3.

Data recovery work involving this site could not be expected to provide unique or unusual additional information over and above that which exists in the existing site record. There are no historic-era buried features for which further evaluation or recordation might be considered appropriate. Under these circumstances, further research in the form of data recovery, or additional detailed recording would not likely further our understanding of this site. For these reasons, this site is not recommended eligible for inclusion on the CRHR per Criterion 4.

Considering the fact that site integrity has been substantially compromised, this site is not considered eligible/significant per any of the evaluation criteria, and therefore not a unique archaeological resource under CEQA (Jensen 2022).

3.5.2 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. No historical resources were identified at the project site as a result of either the NCIC record search, background research, or pedestrian survey. Therefore, there would be no impact to historical resources as a result of the project.

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

Less than Significant Impact with Mitigation. As previously discussed, the pedestrian survey resulted in careful examination of P-09-003627, confirming that the resource does not contain precontact cultural material and does include historic-era cultural material. The site was subjected to CRHR eligibility evaluation and recommended not eligible for inclusion on the CRHR, under any of the relevant criteria, and is therefore not a unique archaeological resource under CEQA (Jensen 2022). Nevertheless, the possibility remains that subsurface archaeological materials could be encountered during ground disturbing activities. This impact would be potentially significant.

Mitigation Measure 3.5-1: Protection of Unknown Archaeological Resources

In the event that unknown buried archaeological deposits (e.g., prehistoric stone tools, milling stones, shells, midden soils) are encountered during construction, all ground-disturbing activity within 100 ft of the resources shall be halted and a qualified professional archaeologist (36 Code of Federal Regulations 61) and appropriate Native American tribal representative shall be notified immediately and retained to assess the significance of the find. Construction activities could continue in other areas. If the find is determined to be significant by the qualified archaeologist or Native American tribe (i.e., because it is determined to constitute a unique archaeological resource), the archaeologist, in consultation with the Count and the culturally affiliated Native American tribe(s) shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, subsurface testing, or contiguous block unit excavation and data recovery.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-1 would reduce impacts to a less-than-significant level by requiring cessation of work, evaluation of the significance of the find, and implementation of preservation and/or proper data recovery upon discovery of previously unknown resources.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

Less than Significant. Based on documentary research, no evidence suggests that any prehistoric or historic era marked or un-marked human interments are present within or in the immediate vicinity of the project site. However, the location of grave sites and Native American remains can occur outside of identified cemeteries or burial sites. Therefore, there is a possibility that unmarked, previously unknown Native American or other graves could be present within the project site and could be uncovered by project-related construction activities.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains, and discovery of any human remains, are contained in California Health and Safety Code Section 7050.5 and PRC Section 5097.

These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the El Dorado County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, the Native American Heritage Center (NAHC) shall be notified within 24 hours, and the guidelines of NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated most likely descendants and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94.

Compliance with California Health and Safety Code Sections 7050.5 and PRC Section 5097, would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered.

3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy.				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Environmental Setting

California relies on a regional power system composed of a diverse mix of natural gas, petroleum, renewable, hydroelectric, and nuclear generation resources:

- Natural gas: Approximately 39% of California's net electricity generation is fueled by natural gas, and six out of ten California households use natural gas for home heating (EIA 2024).
- Petroleum: Petroleum products (gasoline, diesel, jet fuel), which are consumed almost exclusively by the transportation sector, account for vast majority of the energy used in California by the transportation sector, with the rest provided by ethanol, natural gas, and electricity (Bureau of Transportation Statistics 2023). For the first time since 1953, transportation's reliance on petroleum dipped below 90 percent in 2020 during the COVID-19 pandemic. Transportation's petroleum dependence remained below 90 percent, at 89.7 percent in 2021 and 89.4 percent in 2022 (Bureau of Transportation Statistics 2023). California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states (EIA 2024).
- Electricity and renewables: In 2023, renewable resources, including hydroelectric power and small-scale solar power, supplied 54% of California's in-state electricity generation. (EIA 2024).
- Alternative fuels: Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many alternative transportation fuels (e.g., biodiesel, hydrogen, electricity). Use of alternative fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard, 2022 Scoping Plan).

Electric service in the Project area is provided by Pacific Gas and Electric Company. Electric service is available for the Project site. A propane tank will be used to provide gas needs to the Project site.

3.6.2 Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant. Development at the Project site could result in a moderate increase in energy use compared to existing conditions from both construction and operational activities. Implementation of the Project would include construction of the following commercial buildings: a drive-thru quick-serve restaurant, a convenience store, and a building pad for future building expansion (i.e., a car wash). A fuel (station) canopy would be developed alongside the commercial building as Phase One.

During construction, energy would be required to operate and maintain construction equipment and transport construction materials. The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the proposed development would be nonrecoverable. The energy needs for construction would be temporary and would not require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption would be typical of that associated with construction of commercial centers. Non-renewable energy would not be consumed in a wasteful, inefficient, and unnecessary manner when compared to other construction activity in the region.

The commercial buildings at the Project site could result in a moderate increase in electricity consumption in the region relative to existing conditions. However, the new facilities would be built in compliance with current Title 24 Building Energy Efficiency Standards (or the standards in effect at the time of construction), which serve to reduce wasteful, uneconomical, and unnecessary uses of energy for the State. Operation of the project would be typical of commercial uses electricity for lighting/climate control/ kitchen facilities/miscellaneous appliances/etc. The net fuel consumption associated with potential additional future vehicle trips to the Project site would not be considered wasteful, inefficient, or unnecessary in comparison to other similar developments in the region. State and federal regulations regarding fuel efficiency standards for vehicles in California are designed to reduce wasteful, inefficient, and unnecessary use of energy for transportation.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant. Relevant plans that pertain to the efficient use of energy include the Energy Efficiency Action Plan, which focuses on energy efficiency and building decarbonization (CEC 2025). Development at the Project site has the potential to result in a small increase in consumption of energy resources during construction and operation of new buildings and facilities. However, the proposed development would be minor and would be required to comply with all applicable requirements for construction and operational efficiency. The project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils.				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

3.7.1 Environmental Setting

Based on mapping by California Geologic Survey, the nearest Alquist-Priolo Fault Zones are over 50 miles from the project site (CDC 2025d). According to the El Dorado County General Plan EIR, "no active faults have been identified in El Dorado County. One fault, part of the Rescue Lineament–Bear Mountains fault zone, is classified as a well located late-Quaternary fault (CDC 1990); therefore, it represents the only potentially active fault in the county. It is

part of the Foothill Fault Suture Zone system, which was considered inactive until a Richter scale magnitude 5.7 earthquake occurred near Oroville on August 1, 1975 (CDC 1990). All other faults located in El Dorado County are classified as pre-Quaternary (inactive)." (EDC 2003).

The project is within the boundary of a geologic formation of metasedimentary and metavolcanic rocks, which is a Jurassic age (duration about 201.3 million years ago to 145 million years ago; Wagner et al. 1981). The soil located in the project site is known as the Delpiedra Series, classified as DeE, which consists of very rocky loam, very deep, and are well drained soils (0 – 50 percent slopes). This soil type is prominent in the Cool region of the Sierra Nevada foothills (UCD Soils Web 2025). The DeE soil series has a high runoff, a depth to bedrock between 12 to 16 inches, depth to water table is typically more than 80 inches (NRCS 2025).

According to the State Department of Water Resources (DWR), the project site is located outside (approximately 13 miles) of a groundwater basin subject to the Sustainable Groundwater Management Act (SGMA) or a groundwater sustainability plan (DWR 2025). The topography of the Project site slopes gently to the southwest portion of the Project site.

Based on the soil characteristics, topography, depth to groundwater, and distance to active faults, there is low potential for geologic hazards from landslides, steep areas, rock falls, mud flows, liquefaction, and expansive soils at the project site.

3.7.2 Discussion

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

No Impact. As discussed in Section 3.7.1, the project site is not within an Alquist-Priolo Fault Zone and is located over 50 miles east of the nearest Alquist-Priolo Fault Zones (CDC 2025d). Therefore, the project would not cause substantial adverse effects involving rupture of a known earthquake fault.

ii) Strong seismic ground shaking?

Less than Significant As described in Section 3.7.1, the project site is not within an active fault zone; however, earthquakes in the region have potential to cause seismic ground shaking of low severity at the project site. The proposed construction and building design would be subject to the County's Building Code (Title 110- Buildings and Construction), which incorporates the California Building Code and International Building Code standards. The development at the Project site would involve limited excavation that would not alter seismic and fault conditions in the region and would not create new seismic events or exacerbate existing seismic hazards. Therefore, the project would not cause substantial adverse effects from strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant. Liquefaction is the process in which water is combined with unconsolidated soils, generally from ground motion and pressure, which causes the soils to behave like a liquid (e.g., like "quicksand"). Liquefaction potential is determined from a variety of factors, including soil type, soil density, depth to the groundwater table, and the duration and intensity of ground shaking. Liquefaction is most likely to occur in deposits of water-saturated alluvium or areas of considerable artificial fill. Other types of seismic-related ground failure include ground lurching, differential settlement, and lateral spreading.

The potential for liquefaction and other seismic-related ground failure is considered low on the Project site because the Project site is not in an area prone to saturated soils or strong ground shaking. The site is not located within a

State Designated Seismic Hazard Zone for liquefaction (DWR 2025; CDC 2025d). Therefore, the project would not cause substantial adverse effects from seismic-related ground failure, including liquefaction.

iv) Landslides?

Less than Significant. The project site gently slopes towards the southwestern portion of the site. The potential for landslides to occur is considered low given the lack of steep slopes within or adjacent to the project site. Therefore, the project would not cause substantial adverse effects from landslides.

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

Less than Significant. Soil erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur in the project site where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses.

The proposed Project would not trigger substantial erosion. Construction of the proposed development would include ground disturbance, such as excavation, grading, and trenching, which could increase the potential for erosion to occur. The proposed development would be in compliance with the grading, erosion, and sediment control requirements outlined in Section 110.14 of the County municipal code. The proposed development would also comply with all applicable EDCAQMD fugitive dust requirements. Furthermore, because the proposed development would result in a disturbance area of more than 1 acre, the Project is required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). The Construction General Permit requires the development of a storm water pollution prevention plan (SWPPP), with best management practices (BMPs) for erosion and sediment control. The Construction General Permit is issued and enforced by the appropriate RWQCB. The Project site is within the jurisdiction of the Central Valley RWQCB and the project would be subject to all existing regulations associated with the protection of water quality, including erosion and sediment control. The proposed Project would comply with standard requirements for erosion control, thereby preventing substantial soil erosion or the loss of topsoil. Impacts would be less than significant.

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

Less than Significant. Refer to Sections 3.7.2(a)(iii) and (iv) above. The project site is located on the DeE soil series, which is very rocky loam, very deep, and well drained soils (UCD Soils Web 2025). The topography is hilly with relatively gentle slopes. The potential for on- or off-site landslides, lateral spreading, liquefaction, or collapse is considered low. Development at the Project site would not cause soils to become unstable.

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

No Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The Project site contains very rocky loam soils and does not have fine-grained clayey soils. There would be no impact.

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

Less than Significant. The Project site is in a rural area where wastewater treatment is accomplished through onsite septic systems. Development of the new septic system at the Project site would require approval from the County's Environmental Management Department (EMD) and compliance with the County's Private Sewage Disposal System Ordinance (EDC 2024). Before the proposed Project can be approved by the County, information about soil depth,

soil percolation rate, and the proposed leach field area for proposed septic system must be submitted to the local agency management plan (LAMP) and must demonstrate sufficient percolation rates to meet projected wastewater generation rates.

Wastewater service would be provided to the proposed Project by an onsite septic tank and leach field. The septic system will meet the requirements for a commercial facility, including a grease interceptor to prevent grease from entering the leach field. Preliminary evaluations of soils conditions have found that percolation rates may require a specialized leach field system to accommodate poor drainage rates. A location for a leach field system considered sufficient to support the proposed Project has been identified east of the oak trees that are to be preserved. Additional land south of the proposed leach field has been reserved to allow installation of additional leach line if needed. Sufficient reserved land is available to potentially triple the length of leach line currently being considered. With the ability to substantially expand the leach field in response to poor soil drainage conditions, the project is capable of being supported by the use of an on-site septic system.

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

No Impact. As described in Section 3.7.1, the project is underlain by metasedimentary and metavolcanic rocks. The geologic conditions associated with these soil types are not suitable for fossil formation. No fossil-bearing strata or paleontological sites have been previously recorded or observed within or near the project site. Because fossils typically occur in sedimentary rocks, which are not present within the Project site, potential future ground disturbance is unlikely to encounter a paleontological resource. The project would not destroy a unique paleontological resource or site or unique geologic feature.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together (IPCC 2014).

Climate change is a global problem. GHGs are global pollutants because even local GHG emissions contribute to global impacts. GHGs have long atmospheric lifetimes (one to several thousand years) and persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any particular GHG molecule is dependent on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration (IPCC 2013).

As noted in Section 3.3 "Air Quality," an Air Quality Impact Analysis Report was prepared for the proposed Project and is provided as Attachment A. GHG emissions from the proposed Project were modelled and identified in the report. It is estimated that the proposed Project would emit 13.3 metric tons of carbon dioxide equivalent per year ($MTCO_2e/yr$) resulting from construction and 412 $MTCO_2e/yr$ resulting from Project operation. The report does not identify this as a significant amount of GHG emissions. The EDCAQMD reviewed the Air Quality Impact Analysis Report for the Project (EDC 2023). In their review of the report, EDCAQMD concurred that the GHG emissions resulting from the project would be less than significant and the project would comply with applicable EDCAQMD rules.

GREENHOUSE GAS EMISSION SOURCES AND SINKS

As discussed previously, GHG emissions are attributable in large part to human activities. CO_2 is the main byproduct of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices, organic material decomposition in landfills, and the burning of forest fires. Nitrous oxide emissions are

largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water); respectively, these are the two of the most common processes for removing CO_2 from the atmosphere.

STATEWIDE GHG EMISSION TARGETS AND THE CLIMATE CHANGE SCOPING PLAN

Reducing GHG emissions in California has been the focus of the state government for approximately two decades (State of California 2018). GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32 of 2016). EO S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. EO B-55-18 calls for California to achieve carbon neutrality by 2045 and achieve and maintain net negative GHG emissions thereafter. These targets align with the scientifically established levels needed globally to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (UN 2015).

CARB adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 16, 2022, which traces the State's pathway to achieve its carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045. It identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile source emissions], industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste) to achieve these goals. (CARB 2022)

Unlike thresholds of significance established for criteria air pollutants in the EDCAQMD's CEQA guidance (EDCAQMD 2002), the EDCAQMD has not adopted GHG emissions thresholds for land use development projects. In the absence of County adopted thresholds, El Dorado County AQMD recommends using the adopted thresholds of other lead agencies, which are based on consistency with the goals of AB 32. Since climate change is a global problem and the location of the individual source of GHG emissions is somewhat irrelevant, it's appropriate to use thresholds established by other jurisdictions as a basis for impact significance determinations. Projects exceeding these thresholds would have a potentially significant impact and be required to mitigate those impacts to a less than significant level. Until the County adopts a CAP consistent with CEQA Guidelines Section 15183.5, and/or establishes GHG thresholds, the El Dorado County AQMD has recommended the use of thresholds adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The thresholds of significance established by SMAQMD, and used by EDCAQMD, were developed to identify emissions levels for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move towards climate stabilization. Per the SMAQMD Thresholds of Significance Table, most recently updated in 2020, if a proposed project results in emissions less than 1,100 $MTCO_2e$/yr during both construction and/or operation, the proposed project would result in a less-than-significant impact related to GHG emissions.

3.8.2 Discussion

a, b) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment of conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant. As stated above, the EDCAQMD recommends the use of thresholds adopted by the SMAQMD for assessing the significance of GHG emissions from individual projects. The SMAQMD thresholds were developed to identify emissions levels for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move towards climate stabilization. Within these thresholds is the criteria that if a proposed project results in emissions less than 1,100 $MTCO_2e$/yr during both construction and operation, the proposed project would result in a less-than-significant impact related to GHG emissions.

As identified above in Section 3.8.1, an Air Quality Impact Analysis Report was prepared for the proposed Project and is provided as Attachment A. GHG emissions from the proposed Project were modelled and identified in the report. It is estimated that the proposed Project would emit 13.3 MTCO2e/yr resulting from construction and 412 MTCO2e/yr resulting from Project operation. Both emission estimates are below the 1,100 $MTCO_2e$/yr threshold, resulting in a less than significant impact. The EDCAQMD reviewed the Air Quality Impact Analysis Report for the Project (EDC 2023) and concurred that the GHG emissions resulting from the project would be less than significant.

Because both the construction and operational GHG emissions associated with the proposed development within the Project site would be below 1,100 $MTCO_2e$, any potential impacts related to GHG emissions would be less than significant. Because emissions would be less than significant, the project also would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
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 site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Environmental Setting

There are no hazardous materials sites at or near the Project site (DTSC 2025, SWRCB 2025). There is a leaking underground storage tank (LUST) clean-up site on the opposite side of SR 49 from the Project site that is no longer an open record (RB Case #: 090101). There are no existing or proposed schools within 0.25 miles of the project site. The nearest school is the Northside Elementary School, located at 860 Cave Valley Rd, Cool, CA 95614, approximately one mile southwest of the Project site. The Auburn Municipal Airport is the closest public airport, located approximately 6 miles northwest of the project site.

The project and surrounding vicinity are subject to the County's 2022 General Plan Safety Element Update (EDC 2004a), as well as the El Dorado County Multi-Jurisdictional Hazard Mitigation Plan (EDCHMP) (EDCSO 2024), which provides guidance for the County's response in emergency situations, including wildfire and emergency evacuation.

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is in a state responsibility area (SRA) within a high fire hazard severity zone (CAL FIRE 2025). Wildfire risks are discussed further in Section 3.20. Development at the Project site would be subject to vegetation management requirements of El Dorado County Municipal Code Chapter 8.09 addressing Hazardous Vegetation and Defensible Space.

3.9.2 Discussion

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

Less than Significant. A hazardous material is defined as any material that due to its quantity, concentration, physical or chemical characteristics, poses a significant present or potential hazard to human health or to the environment if released. Development at the Project site would involve the temporary use, transport, and disposal of hazardous materials in the form of inorganic and organic chemicals, solvents, paints, oil, gasoline, cleansers. However, any construction-related transport, use, and disposal of hazardous materials would be temporary, and all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Furthermore, any emissions from the use of such materials would be temporary in nature and localized to the Project site.

Land uses that involve the routine transport, use, and disposal of hazardous materials include but are not limited to manufacturing plants, dry cleaning facilities, gas stations, agricultural properties, recycling centers, refineries, and shipyards. These land uses, including gas stations, are heavily regulated with requirements related to monitoring, spill response, safety, inspection, and material handling. Although there are hazards inherent with the transport, storage, and handling of hydrocarbon fuels (e.g., gasoline, diesel, propane), the regulatory regime applied to gas stations substantially reduces these hazards. In addition, the Air Quality Impact Analysis Report prepared for the Project (Attachment A) and the EDCAQMD review of that report (EDCAQMD 2023) includes an analysis of human health risks that might result from gas station operation. The analysis concluded that sensitive receptors would not be exposed to substantial pollutant concentrations or pollutants that would result in a significant health risk. Considering both Project construction and operation, the proposed Project would not create a significant hazard to the public or the environment.

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

Less than Significant. Refer to Section 3.9.2(a) above. The conditions and regulatory environment described regarding the transport, use, and disposal of hazardous materials would also apply to the prevention of, and response to, reasonably foreseeable upset and/or accident conditions involving the potential release of hazardous materials at the Project site. The proposed Project would not create a significant hazard to the public or the environment.

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

No Impact. As discussed in Section 3.9.1, there are no existing or proposed schools within 0.25 miles of the project site. Therefore, the project would have no impact related to the emission or handling of hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school.

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

Less than Significant. The Project site is not located near any hazardous materials sites on the California Department of Toxic Substance Control (DTSC) EnviroStor or SWRQCB's Geotracker database (DTSC 2025, SWRQCB 2025). There is a LUST clean-up site on the western side of SR 49, opposite the Project site, that is no longer an open record (RB Case #: 090101). The Project site is located at a site that is mapped as likely to contain NOA (CDC 2000). However, with implementation of an approved ADMP (required if activities on the subject parcel move more than 20 cubic yards of soil) would prevent adverse effects from NOA. The potential impacts of the project would be less than significant.

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

No Impact. The Auburn Municipal Airport is the closest public airport, located approximately 6 miles northwest of the Project site. The Project site is not within the airport's land use plan. There would be no impact.

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

Less than Significant. Development at the Project site would occur in a manner consistent with the existing zoning for the site and planned population growth for the region. At SR 49 a widened 45 ft full-access driveway would serve the project site and be located approximately 400 ft north of SR 193 (Georgetown Road). A second 35 ft full-access driveway would be located on SR 193 directly opposite Ellinghouse Drive approximately 600 ft east of SR 49. This project driveway would form a standard four-way intersection (southbound leg) with the SR 93/Ellinghouse Drive intersection. These roadway improvements would improve access to the Project site. As a result, the proposed alteration of roadways would not hinder emergency response or evacuation. For each point of access, an encroachment permit would be obtained from the County Department of Transportation and driveways would be constructed in accordance with County Design and Improvements Standards Manual. The Project would not increase population in a way that would add appreciable numbers of vehicles to an evacuation. The Project could benefit evacuation efficiency by providing additional capacity for evacuees to fuel their vehicles prior to, or during an evacuation. The Project would not impair or physically interfere with implementation of the EDCHMP.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less than Significant. The Project site is in the SRA in an area designated as having a high fire hazard severity zone (CAL FIRE 2025). However, with compliance with existing laws and regulation, such as El Dorado County Municipal Code Chapter 8.09 addressing Hazardous Vegetation and Defensible Space, the Project itself would be more resilient to wildfire. The Project would not bring new homes or large populations into a fire hazard area. The existing unmanaged vegetation on the project site, which is embedded within existing development, would be replaced with structures meeting current fire codes, which could reduce wildfire risk for existing development. The Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Environmental Setting

According to the USGS Watershed Boundary Dataset, the project site is in the North Fork American River Subbasin and the Lower Middle Fork American River (USGS 2025). There are no streams, creeks, or other water bodies on the Project site. The nearest aquatic feature is Knickerbocker Creek located several hundred feet south of the Project site. is an unnamed seasonal stream that flows south to north through the Project site and that supports a constructed seasonal pond. Knickerbocker Creek joins the North Fork American River approximately 1.5 miles upstream of the upper reaches of Folsom Lake reservoir, which is located approximately 4 miles southwest of the Project site.

According to groundwater basin maps developed under DWR's SGMA, the Project site is located within a non-basin area, which refers to areas that are not part of a defined groundwater basin (DWR 2025).

According to the Federal Emergency Management Agency, the project site is within an area of minimal flood hazard (FEMA 2008). The project site is not within a tsunami hazard area (CDC 2024e) and is not in proximity to an enclosed body of water that is susceptible to seiche.

3.10.2 Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant. Development associated with the proposed Project could adversely affect surface or groundwater quality through ground disturbance, such as excavation, grading, and trenching; as well as construction of new areas of impervious surfaces.

The Project site is under the jurisdiction of the Central Valley RWQCB. The Central Valley RWQCB adopted the Water Quality Control Plan for the Sacramento and San Joaquin River Basins (Basin Plan) in 1975, with the current fifth edition approved in 2019, as amended in 2020. The purpose of the Basin Plan is to designate beneficial uses of waters within the Sacramento and San Joaquin River basins, establish water quality objectives to protect those beneficial uses, and implement a program needed to achieve those objectives. The Basin Plan establishes water quality standards for both surface and ground waters (Central Valley RWQCB 2019).

Discretionary projects must comply with the County's West Slope Development and Redevelopment Standards (EDC 2024c), the storm water management plan (SWMP) for Western El Dorado County (EDC 2004b), and the County's Grading, Erosion, and Sediment Control Ordinance (EDC 2013). Any future development with a disturbance area of more than 1 acre (43,560 sq. ft.) would also be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2022-0057-DWQ). Through compliance with all applicable regulations and requirements, potential future development at the Project site would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

The unincorporated portion of El Dorado County's west slope, including the Project site, is subject to the State of California's Phase II NPDES municipal separate storm sewer system (MS4) permit. As such, the County's post-construction water quality requirements follow those outlined in Section E.12 of the MS4 permit. Under the MS4 Permit, projects that create or replace less than 2,500 sf of impervious surface are exempt from post construction requirements; small projects, including single family homes, which create or replace between 2,500 and 4,999 sf of impervious surface, must follow a set of standard site design measures, found in Section E.12.b of the MS4 Permit (EDC 2024c). Future development at the Project site will be required to comply with applicable NPDES permit requirements, which may include treatment of stormwater prior to the water leaving the site or entering a waterbody, submittal of an Erosion and Sediment Control Plan, and/or other requirements, as applicable. Through compliance with all applicable standard County and State regulations, impacts would be less than significant.

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

Less than Significant. The Project site is located in a non-basin area and does not include groundwater wells and would receive water from the GDPUD (For an analysis of the projects effects on water supply, see Section 3.19, "Utilities and Service Systems."). Potential new impervious cover would not reach levels that could substantially affect groundwater recharge; however, development would be subject to applicable stormwater infrastructure requirements for treating stormwater runoff and allowing it to percolate back into the soil. Therefore, development would avoid substantial impacts to groundwater supplies and groundwater recharge.

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

i) Result in substantial on- or offsite erosion or siltation;

Less than Significant. Development within the Project site would include ground disturbance, such as excavation, grading, and trenching, which could increase the potential for erosion to occur. As described under Question a), potential future development would be required to comply with all applicable regulations and requirements, including the NPDES MS4 permit; the County SWMP, the County Grading, Erosion, and Sediment Control Ordinance; and the Construction General Permit issued by the Central Valley RWQCB, which would require a SWPPP with BMPs to control erosion. With adherence to applicable rules and regulations and implementation of BMPs, potential future development would result in a less than significant impact related to erosion and siltation.

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

Less than Significant. Development at the Project site could result in the introduction of new impervious surfaces; however, this would be subject to applicable stormwater infrastructure requirements for treating stormwater runoff and allowing it to percolate back into the soil. Therefore, the proposed development would not increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.

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

Less than Significant. Development within the Project site would result in the introduction of new impervious surfaces through ground disturbance activities, such as excavation, grading, and trenching. However, the proposed development would be required to comply with all applicable regulations related to stormwater drainage and water quality protection, including regulations related to the containment of gasoline and gasoline spills. Therefore, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

iv) Impede or redirect flood flows?

No Impact. As discussed in Section 3.10.1, the project site is within an area of minimal flood hazard (FEMA 2008). Therefore, any development on the Project site would not result in impacts related to impeding or redirecting flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As discussed in Section 3.10.1, the Project site is not within a flood hazard zone, a tsunami hazard area, or in proximity to an enclosed body of water that is susceptible to seiche (FEMA 2008; CDC 2025e). Therefore, the Residences Project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant. The Project site is located in a non-basin area and is not subject to a sustainable groundwater management plan. The proposed development at the Project site would be required to comply with requirements of the NPDES MS4 permit, the County SWMP, the County Grading, Erosion, and Sediment Control Ordinance, and the Construction General Permit issued by the Central Valley RWQCB. As part of the development, BMPs would be implemented during construction activities and project operation to prevent stormwater contamination, control sedimentation, and erosion, and comply with stormwater discharge requirements. Because the proposed development would comply with applicable rules and regulations and implementation of BMPs, the project would not conflict with or obstruct implementation of the Basin Plan.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning.				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.11.1 Environmental Setting

The Project site is in a rural setting in the unincorporated community of Cool, in El Dorado County, at the intersection of SR 49 and SR 193. The Project site is predominately characterized by annual grasslands, remnants of past development, and scattered oaks and chaparral. Adjoining properties support various commercial developments and widely spaced rural residences.

The project site is designated as C in the County General Plan Land Use Diagram (EDC 2004a). As described in the County's General Plan Land Use Element, the C designation establishes areas for commercial retail, office, service uses to serve the residents, businesses, and visitors of El Dorado County. The zoning designation for the Project is CL and DC, which designates areas suitable for lower intensity retail sales, office, and service needs.

3.11.2 Discussion

a) Physically divide an established community?

No Impact. As described in Section 3.11.1, the project site consists of a rural commercial parcel surrounded by similar rural commercial parcels. The project would be compatible with surrounding land uses and would not include physical features that would restrict access to neighboring communities. Therefore, the project would not physically divide an established community.

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

No Impact. As discussed in Section 3.11.1, the Project site is designated C for land uses and is zoned CL and DC. The proposed Project is consistent with the objectives of these designations. The proposed Project would not conflict with any land use plan, policy, or regulation. The proposed development at the Project site would be required to conform to all applicable land use and zoning regulations and all applicable policies from the County's General Plan, which may include the following permits or approvals:

- approval of improvement plans, indicating that the appropriate County agencies have reviewed and approved the project's connection to public utilities and roadways;
- a grading permit, according to the requirements in the County's Grading, Erosion, and Sediment Control Ordinance (County Code Section 110.14);
- pad certification, which requires that a soil engineer confirm that the site is adequately compacted to meet engineering requirements and a surveyor or engineer verify that the site is elevated above the floodplain; and

- a building permit, which requires payment of various fees (e.g., schools, roads), site plan review, and presentation of various other permits obtained from County departments relating to traffic, public services, and safety.

Because the proposed development would be consistent with existing land use and zoning designations for the project site and all applicable policies from the County's General Plan, and because the development at the Project site would also be required to conform to applicable policies and regulations, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. 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?	☐	☐	☐	☒

3.12.1 Environmental Setting

The California Surface Mining and Reclamation Act of 1975 requires the State Geologist to classify land into Mineral Resource Zones (MRZ) according to the known or inferred mineral potential of that land. Areas classified as MRZ-2 include areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral resource potential of land is recognized by local government decision-makers and considered before land-use decisions that could preclude mining are made. According to the El Dorado County General Plan EIR, the project site is not within an area classified as MRZ-2 (EDC 2003).

3.12.2 Discussion

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?

No Impact. The Project site is not known to support significant mineral deposits; therefore, any future development would not result in the loss of availability of a known mineral resource of regional value or of a locally important mineral resource recovery site delineated on a land use plan.

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?

See response in item (a) above.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.Noise.				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two 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?	☐	☐	☐	☒

3.13.1 Environmental Setting

ACOUSTIC FUNDAMENTALS

Acoustics is the scientific study that evaluates perception, propagation, absorption, and reflection of sound waves. Sound is a mechanical form of radiant energy, transmitted by a pressure wave through a solid, liquid, or gaseous medium. Sound that is loud, disagreeable, unexpected, or unwanted is generally defined as noise. Noise is typically expressed in decibels (dB), which is a common measurement of sound energy. Definitions of acoustical terms used in this section are provided in Table 3-3.

Table 3-3 Acoustic Term Definitions

Term	Definition
Noise	Noise is generally defined as sound that is loud, disagreeable, unexpected, or unwanted.
Decibel (dB)	Sound levels are measured using the decibel scale, developed to relate to the range of human hearing. A decibel is logarithmic; it does not follow normal algebraic methods and cannot be directly summed. For example, a 65-dB source of sound, such as a truck, when joined by another 65-dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). A sound level increase of 10 dB corresponds to 10 times the acoustical energy, and an increase of 20 dB equates to a 100-fold increase in acoustical energy.
A-weighted decibel (dBA)	The human ear is not equally sensitive to loudness at all frequencies in the audible spectrum. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed, identified as A through E. There is a strong correlation between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound levels are used to predict community response to noise from the environment, including noise from transportation and stationary sources, and are expressed as A-weighted decibels. All sound levels discussed in this section are A-weighted decibels unless otherwise noted.

Term	Definition
Equivalent Noise Level (L_{eq})	The average noise level during a specified time period; that is, the equivalent steady-state noise level in a stated period of time that would contain the same acoustic energy as the time-varying noise level during the same period (i.e., average noise level).
Maximum Noise Level (L_{max})	The highest instantaneous noise level during a specified time period.

Source: Caltrans 2013.

Noise Generation and Attenuation

Noise can be generated by many sources, including mobile sources such as automobiles, trucks, and airplanes and stationary sources such as activity at construction sites, machinery, and commercial and industrial operations. As sound travels through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on ground absorption characteristics, atmospheric conditions, and the presence of physical barriers. Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates at a rate of 6 dB for each doubling of distance from a point source. Noise from a line source, such as a road or highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. Noise attenuation from ground absorption and reflective wave canceling provides additional attenuation associated with geometric spreading. For acoustically absorptive sites such as soft dirt, grass, or scattered bushes and trees, additional ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the attenuation rate associated with cylindrical spreading, the additional ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance. This would hold true for point sources, resulting in an overall drop-off rate of up to 7.5 dB per doubling of distance.

Atmospheric conditions such as wind speed, wind direction, turbulence, temperature gradients, and humidity also alter the propagation of noise and affect levels at a receiver. Furthermore, the presence of a barrier (e.g., topographic feature, intervening building, and dense vegetation) between the source and the receptor can provide substantial attenuation of noise levels at the receiver. Natural (e.g., berms, hills, and dense vegetation) and human-made features (e.g., buildings and walls) may function as noise barriers.

To provide some context to noise levels described throughout this section, common sources of noise and associated noise levels are presented in Table 3-4.

Table 3-4 Typical Noise Levels

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
	110	Rock band
Jet flyover at 1,000 ft	100	
Gas lawnmower at 3 ft	90	
Diesel truck moving at 50 mph at 50 ft	80	Food blender at 3 ft, garbage disposal at 3 ft
Noisy urban area, gas lawnmower at 100 ft	70	Vacuum cleaner at 10 ft, normal speech at 3 ft
Commercial area, heavy traffic at 300 ft	60	
Quiet urban daytime	50	Large business office, dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library, bedroom at night, concert hall (background)
Quiet rural nighttime	20	Broadcast/recording studio
	10	
Threshold of human hearing	0	Threshold of human hearing

Notes: dB = A-weighted decibels; mph = miles per hour

Source: Caltrans 2013.

Effects of Noise on Humans

Exposure to excessive noise may result in physical damage to the auditory system, which may lead to gradual or traumatic hearing loss. Gradual hearing loss is caused by sustained exposure to moderately high noise levels over a period of time; traumatic hearing loss is caused by sudden exposure to extremely high noise levels over a short period. Non-auditory behavioral effects of noise on humans are primarily subjective effects such as annoyance, nuisance, and dissatisfaction, which lead to interference with activities such as communications, sleep, and learning.

EXISTING NOISE SOURCES AND LEVELS

As a rural area with commercial and residential uses, the project site has low levels of ambient noise, with existing noise sources consisting primarily of vehicular traffic along SR 49 and SR 193 and vehicle and operational noise associated with nearby commercial uses. There would also be occasional sirens associated with El Dorado County Fire Protection District Station 72, located approximately 400 feet northwest of the Project site.

NOISE- AND VIBRATION-SENSITIVE LAND USES AND RECEPTORS

Noise- and vibration-sensitive land uses generally include those uses where noise exposure could result in health-related risks to individuals, places where a quiet setting is an essential element of the intended purpose (e.g., schools and libraries), and historic buildings that could sustain structural damage due to vibration. The project is primarily surrounded by commercial land uses, with dispersed residences beyond these commercial uses. The closest sensitive receptors are residences located approximately 400 ft east of the eastern edge of the Project site.

AIRPORTS AND PRIVATE AIRSTRIPS

The Auburn Municipal Airport is the closest public airport, located approximately 6 miles northwest of the Project site. There are no private airstrips within 5 miles of the Project site.

COUNTY NOISE STANDARDS

County Municipal Code Chapter 9.16 (Noise) and Chapter 130.37 (Noise Standards) establish standards concerning acceptable noise levels for both noise-sensitive land uses and for noise-generating land uses, in compliance with General Plan Goal 6.5 (Acceptable Noise Levels). Section 6.5 of the General Plan identifies noise criteria for various stationary and transportation noise sources, including those related to construction.

3.13.2 Discussion

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Less than Significant. Project implementation could result in temporary or permanent increases in ambient noise levels. During construction, temporary increased noise levels could result from equipment use, construction activities, and increased vehicle trips to the site. Construction-related noise sources would include both mobile and stationary on-site equipment (e.g., dozers, loaders, generators). Construction noise would be short-term and temporary (both during Phase 1 and Phase 2 of construction), and operation of heavy-duty construction equipment would be intermittent throughout the day during construction.

County code exempts certain activities, including construction, from noise standards as long as the construction occurs between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, and between the hours of 8:00 a.m. and 7:00 p.m. on weekends and on federally-recognized holidays.

Construction activities would occur within the timeframe identified by the County's noise ordinance when construction noise is exempt from noise standards. Thus, the Project would not generate a substantial temporary increase in ambient noise levels in excess of allowable standards in the vicinity of the project.

Operation of the proposed commercial building, convenience store, drive-thru quick serve restaurant, gas station, and car wash would result in increased operational noise, from both traffic and stationary sources. With new customers and employees at the project site, there would be an increase in average daily traffic volumes and associated increases in traffic noise levels along affected roadway segments near the site. Operational noise would also be generated car wash blower arches and vacuums, and the heating, ventilation, and air conditioning (HVAC) associated with the commercial buildings. Noise levels generated from HVAC equipment vary substantially depending on unit efficiency, size, and location. Generally, HVAC equipment generates noise levels of 60 dBA at 6 meters (19.6 ft). Car wash generated noise would be somewhat louder. However, residential uses to the east would be shielded by vegetation (oak trees) and topography. The Project site slopes upward to the east, and the topography then slopes downwards on the east side of the Project site. Therefore, the eastern portion of the project site that would not be developed provides a topographic noise barrier. Given the predominance of existing commercial development around the Project site (i.e., grocery story, gas station, food service, strip malls) and barriers between Project development and the nearest residential uses, Project operations would not generate a substantial temporary or permanent increase in ambient noise levels in excess of applicable standards.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant. Project construction would not use ground vibration–intensive activities, such as pile driving or blasting, although pieces of equipment that generate lower levels of ground vibration, such as dozers and pavers, may be used during construction. However, any potential vibration would be minor and temporary and would not result in structural damage or human annoyance. Operation of the proposed Project would involve vehicle trips to and from the site, which could result in some ground vibration. However, the types of vehicles that use SR 49 and SR 193 under current conditions would not change with the proposed Project. There is no evidence of an existing problem with vehicle induced groundborne vibration in the Project area. Although Project operation may result in a small increase in the number of trucks that use SR 49 and SR 193 in the project vicinity (e.g., gasoline delivery trucks), there is no evidence that truck trips on these roadways currently result in excessive groundborne vibration at nearby land uses.

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

No Impact. There is no private airstrips within 5 miles of the Project site. The nearest public airport is the Auburn Municipal Airport, located approximately 6 miles northwest of the Project site. The Project is not located within an airport land use planning area. Given these circumstances, onsite employees of the proposed Project would not be exposed to airport-related noise in excess of County standards.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing. Would the project:				
a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Environmental Setting

According to the County General Plan Housing Element 2021-2029 Update, the 2020 population of the unincorporated areas of El Dorado County was 159,722 residents, which was an increase of 7 percent from the 2010 population. Projections estimate that the population will increase an additional 8.8 percent between 2020 and 2030, with an average growth of 0.9 percent per year. In 2018 there were approximately 68,094 housing units in the unincorporated portions of the County. Of these, 56,478 units (82.9 percent) were occupied, and 11,616 units (17.1 percent) were vacant. However, 8,946 units (13.1 percent) were classified as vacant for seasonal, recreational, or occasional uses only (EDC 2003).

3.14.2 Discussion

a) Induce substantial unplanned 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)?

No Impact. Development within the Project site consists of a commercial center. The Project would not involve construction of new housing and thus would not directly induce population growth. There would be no extension of roads or other infrastructure related to project development. A small construction crew would be required for development of project, which would lead to a temporary increase in population. Operation of the project would require up to 20 new employees. This could result in minor population growth in the area. However, this would not be unplanned growth, but rather would be consistent with "buildout" levels considered in the County General Plan. The County General Plan and associated EIR growth projections considered "buildout," which is development of land to its full potential or theoretical capacity as permitted under General Plan land use designation or zoning district. Population growth that could result from the proposed Project is within the level of "buildout" covered in the County General Plan and is consistent with the maximum level of development allowable under current zoning. Therefore, the project would not induce substantial unplanned population growth.

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

No Impact. The project would not displace people or housing, necessitating the construction of replacement housing elsewhere.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

3.15.1 Environmental Setting

The El Dorado County Fire Protection District (Fire Authority) provides fire protection to the Project site. The nearest staffed station, Station 72, has a service area of approximately 30 square miles and is located at 7200 St Florian Ct, approximately 1 minute from the Project site. Station 72 is staffed 24 hours a day, 7 days a week by an Engine Company. CAL FIRE has wildland fire responsibility in the Project area.

The El Dorado County Sheriff's Office (EDCSO) provides law enforcement services in the unincorporated portions of the County, including the Project site. EDCSO is made up of the South Lake Tahoe patrol and the West Slope patrol, operating out of Placerville, which serves the Project site. In 2023 the Sheriff's Dispatchers answered 99.71 percent of all 911 calls within 15 seconds, exceeding national standards, which recommend 90% of all 911 calls be answered within 15 seconds (EDCSO 2024).

The project site is within the boundaries of the Black Oak Mine Unified School District. The Black Oak Mine Unified School District enrolls approximately 1,300 students at two middle schools and three elementary schools (BOMUSD 2025).

The closest public park is located approximately 12 miles east in Georgetown, outside of the community of Cool. However, there are nearby open space/recreation areas including the Olmstead loop Trailhead, approximately 500 ft west of the Project site, and the Auburn Lake Trails, located near the intersection of Deer Valley Road and Green Valley Road approximately 0.8 miles east of the Project site.

3.15.2 Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 protection?

Less than Significant. The project could result in a minor increase in population in the area through the addition of new employees. However, this would not result in the need for new or expanded fire protection facilities. The Project site would continue to be served by the Fire Authority. Building permits from County departments would be required relating to traffic, public services, and safety and would require payment of various fees (e.g., schools, roads). Through this process, the project would contribute its proportional amount to support public services operations. The minor addition of population in their service area would not significantly affect the response time, service ratios, or performance of the Fire Authority or any other public service. The Fire Authority would review improvement plans at the time of grading and/or building permit submittal to ensure compliance with applicable fire safety requirements. Thus, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection and emergency services facilities.

Police protection?

Less than Significant. The Project site would continue to receive law enforcement services from the EDCSO West Slope patrol, operating out of Placerville. Development on the Project site would consist of a commercial center (drive-thru quick serve restaurant, a convenience store, a fuel canopy, a carwash). The proposed Project would add commercial land uses to the project area similar to, or the same as, those that already existing. This would not significantly increase the demand for EDCSO services, or affect EDCSO service ratios and response times. The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities.

Schools?

Less than Significant. The Black Oak Mine Unified School District enrolls approximately 1,300 students at two middle schools and three elementary schools (BOMUSD 2025). The project includes development of commercial facilities that could employ new employees. This could result in minor population growth and could have the potential to add new students to the school district. While this population growth could include some student enrollment, the amount would be minor and could be accommodated by existing facilities. The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities.

Parks?

Less than Significant. The potential future population growth in the region that could result from the proposed Project is minor and could be accommodated by existing nearby recreational facilities/opportunities. The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public park facilities.

Other public facilities?

Less than Significant. Given the minor amount of population growth that could result from the proposed Project, it would not cause a substantial adverse physical impact associated with the provision of new or physically altered public facilities.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation.				
Would the project:				
a) 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) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Environmental Setting

Section 3.15.1 includes a summary of the existing public parks and recreational facilities in the vicinity of the project site.

3.16.2 Discussion

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. As discussed in Section 3.15.2(a), nearby recreational facilities include Olmstead loop Trailhead and the Auburn Lake Trails. The proposed Project includes development that could generate new employees. This could result in minor population growth that could be accommodated by existing recreational facilities/opportunities. The project would not cause substantial physical deterioration of existing parks or recreational facilities to occur or be accelerated.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The Project does not include recreational facilities and would not require the construction or expansion of recreational facilities. There would be no impact.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation.				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 Environmental Setting

EXISTING TRANSPORTATION NETWORK

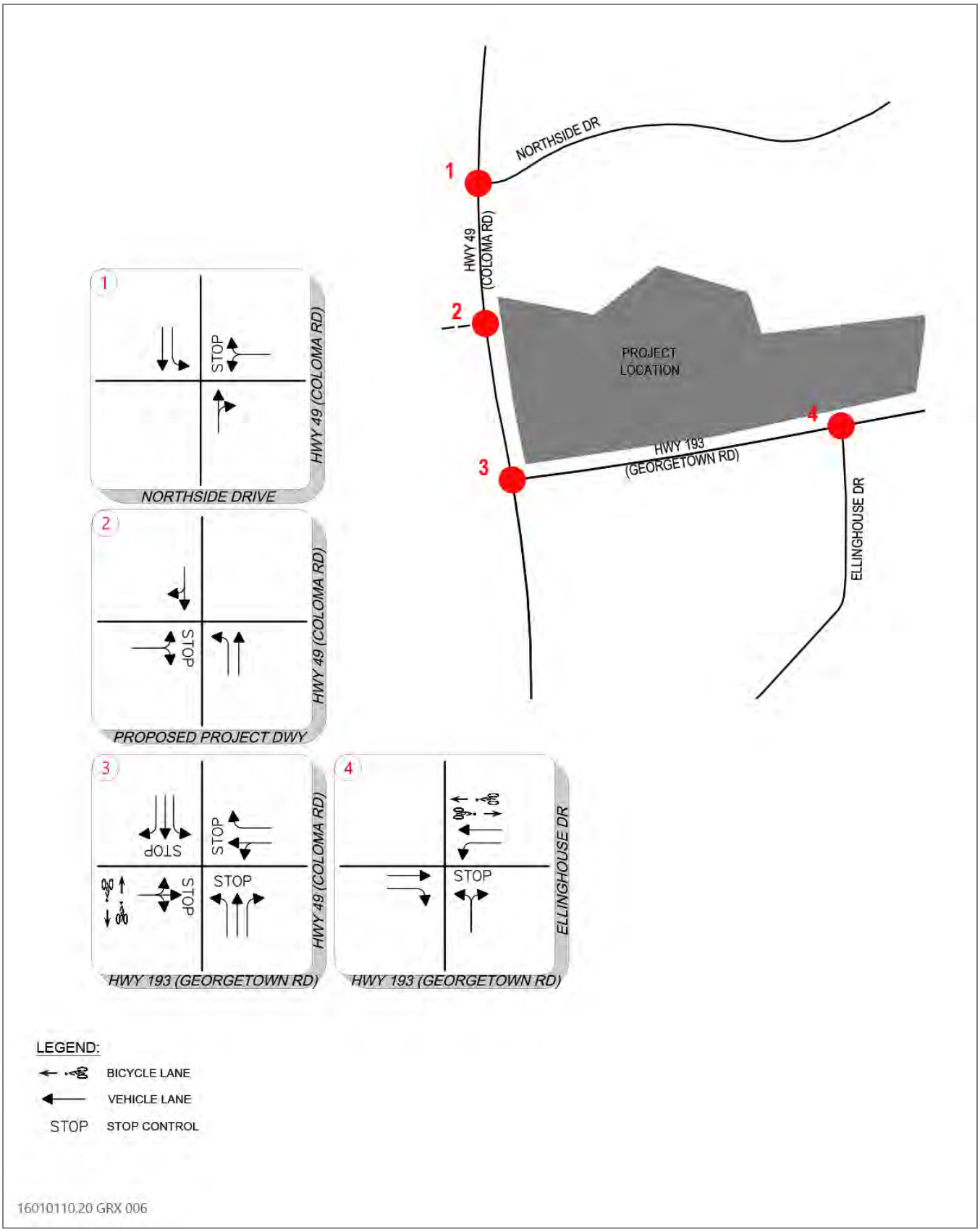
Access to the Project site is provided by the surrounding roadway network, which includes SR 49 and SR 193 (Figures 3-1 and 3-2). SR 193 supports a Class I Bike Route (off-street) pedestrian-bike shared use paths, which continues along SR 49 on the west side of the highway. The project proposes at SR 49 a widened 45 ft full-access driveway that would serve the project site and be located approximately 400 ft north of SR 193 (Georgetown Road). A second 35 ft full-access driveway would be located on SR 193 directly opposite Ellinghouse Drive approximately 600 ft east of SR 49.

Regional access to the project study area is provided by Interstate 80 (I-80) which extends in an east-west direction approximately 9 miles north of the project site via Highway 49 at Auburn. Interstate 80 provides access west to Sacramento and east to Truckee and Reno.

There is no public transit available in the community of Cool. El Dorado Transit provides public transportation for the western slope of El Dorado County. The Placerville route, which runs hourly on weekdays, is the closest El Dorado Transit route to the Project site, providing a stop approximately 14 miles southwest of the Project site. El Dorado Transit did not require any conditions or actions related to the Project.

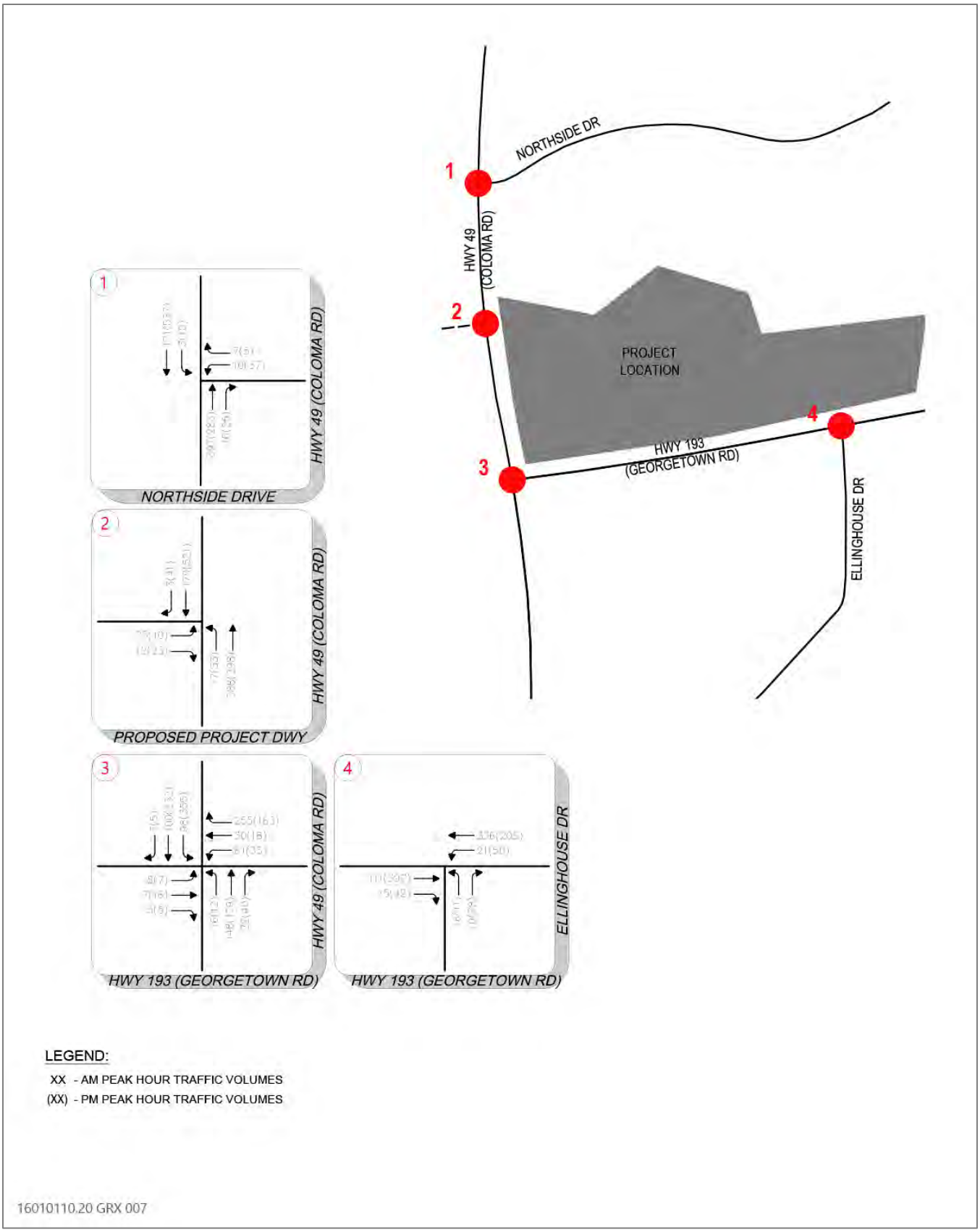
Pedestrian and bicycle access to the Project site is currently limited to existing pedestrian crossings at the SR 49/SR 193 intersection and the Class I pedestrian/bicycle path located along the SR 193 (north side) and SR 49 (west side, south of SR 193). As part of proposed project development, a Class II bike lane along the project site's western frontage would extend north from SR 193 along SR 49 to provide additional access and safety to complement the existing Class I pedestrian/bicycle path.

A traffic study for the proposed Project, included as Attachment C, provides a "preliminary operational level" evaluation of traffic operating conditions at the SR 49/SR 193 study intersection. The evaluation incorporated appropriate heavy vehicle adjustment factors, peak hour factors, lane geometries, etc. The traffic study also compiled data related to traffic collisions. There was a total of six (6) collisions at the three primary intersections along SR 49 and SR 193. There were no fatal or severe injury collisions, and all three intersections are experiencing collision rates below the California State average for similar facilities.



Source: Image produced and provided by GHD in 2023; adapted by Ascent in 2025.

Figure 3-1 Existing Lane Configuration and Traffic Control



Source: Image produced and provided by GHD in 2023; adapted by Ascent in 2025.

Figure 3-2 Existing Peak Hour Volumes

In addition, the proposed project driveway on SR 193 is located directly opposite Ellinghouse Drive serving the existing Holiday Market development directly south of the project site. The creation of a four-way intersection on SR 193 helps to reduce potential vehicle-pedestrian conflicts and provides a uniform operation for vehicle right-of-way (ROW) with no driveway offset.

The traffic study (Attachment C) also evaluated project generated vehicle miles travelled (VMT). Residents of the Cool area drive significantly further than the county-wide average for work trips, shopping trips, and dining trips. However, when Cool is the trip destination for work or for shopping, the trip lengths are shorter than the county-wide average. This is because the jobs/housing balance in the Cool area provides few opportunities to work and shop relative to the number of residents. For that reason, many of the jobs associated with the proposed Project are likely to go to local residents who would otherwise work at jobs further away, and that the retail patrons would likely also be local residents substituting trips to the new establishments for trips to more distant shops. Outside residents who use the shops are likely to be pass-by trips will little net increase in VMT arising from their entering and leaving the site.

REGULATORY SETTING

Senate Bill 743

SB 743, passed in 2013, required OPR to develop new State CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

In December of 2018, OPR published the most recent version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) which provides guidance for VMT analysis. The Office of Administrative Law approved the updated State CEQA Guidelines and lead agencies had an opt-in period until July 1, 2020 to implement the updated guidelines as they related to VMT. As of July 1, 2020, implementation of Section 15064.3 of the updated CEQA Guidelines is required statewide.

The OPR Technical Advisory states that lead agencies may screen out VMT using project size, maps, transit availability, and provision of affordable housing. Many agencies use these screening thresholds to identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. The screening criteria applicable to this project is for small projects, stating that projects that generate or attract fewer than 110 trips per day generally may be assumed to result in a less-than-significant transportation impact.

Regional Transportation Planning

El Dorado County is within the boundaries of the Sacramento Area Council of Governments, which oversees the regional transportation plan for the Sacramento region, updated every four years in collaboration with local governments. The El Dorado County Transportation Commission is the Regional Transportation Planning Agency for the west slope of El Dorado County and is responsible for coordinating the regional transportation efforts on the western slope of El Dorado County and the City of Placerville.

The County developed and adopted the El Dorado County and City of Placerville SB 743 Implementation Plan (EDCTC 2019), which shifted the evaluation of transportation impacts from LOS to VMT and describes the CEQA analysis for transportation impacts that shall be used in the County. The El Dorado County Board of Supervisors Resolution 141-2020 adopting VMT thresholds of significance for transportation impacts under CEQA (EDC 2020) includes the following screening criteria to identify projects that are presumed to have less than significant impacts:

- Projects that generate or attract less than 100 trips per day, consistent with OPR's determination of projects that generate or attract fewer than 110 trips per day and further reduced to 100 to remain consistent with the existing threshold in General Plan Policy TC-Xe;
- Projects that are within 0.5 miles of either a major transit stop, as defined in Public Resources Code Section 21064.3, or a high quality transit corridor, as defined in Public Resources Section 21155. Consistent with CEQA Guidelines section 15064.3(b)(l) and OPR's conclusions in its Technical Advisory; and

- 100% affordable residential development, including moderate, low, and very low categories as defined in the Regional Housing Needs Assessment, consistent with OPR's conclusions in its Technical Advisory.

3.17.2 Discussion

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

Less than Significant. The Project traffic study (Attachment C) evaluated the project relative to County and Caltrans programs, plans, policies, and ordinances related to vehicle access; delivery truck access; emergency access; transportation facility operations; safety for vehicles, pedestrians, and cyclists; and related transportation topics. Through direct coordination with County staff and Caltrans, project design modifications were adopted to further improve Project traffic operations. Further analysis of the Project with the adopted modifications found that applicable programs, plans, ordinances, and policies would be complied with. The proposed Project adequately integrates with the State Highway system and existing and proposed bicycle and pedestrian facilities. There is no transit service in the Project area; therefore, no conflicts with transit systems would occur.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

Less than Significant. The proposed development at the Project site would result in temporary additional trips to the Project site during construction. However, during Project operation, VMT would be reduced relative to existing conditions, Currently residents of the Cool area drive significantly further than the county-wide average for work trips, shopping trips, and dining trips. The VMT analysis provided in the Project traffic study (Attachment C) concluded that, overall, the Project would result in reduced VMT compared to existing conditions because a sufficient number of vehicle trips in the Cool area would be a shorter distance for work, shopping, and dining trips to result in a net reduction in VMT. With a new commercial center the residents of the Cool area would have an additional local option for goods and services. Pass through trips along SR 49 and SR 193 may stop at the project site while travelling from one point to another; however, this would not add to total VMT as these vehicle miles would be travelled whether or not the Project was present. Because of the net reduction in VMT resulting from the Proposed project, it would not conflict with or be inconsistent with CEQA Guidelines section 15064.3(b).

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

Less than Significant. As described above in Section 3.17.2(a), the Project traffic study (Attachment C) evaluated the project relative to County and Caltrans programs, plans, policies, and ordinances related to various topics, including facility operations and safety. Through direct coordination with County staff and Caltrans, project design modifications were adopted to further improve Project traffic operations and safety. Further analysis of the Project with the adopted modifications found that the project did not substantially increase hazards resulting from new or modified transportation facilities or from new uses (e.g., gasoline delivery trucks). The Project would not create dangerous intersections, would not include incompatible uses, and would not substantially increase hazards.

d) Result in inadequate emergency access?

Less than Significant. As described above in Section 3.17.2(a), the Project traffic study (Attachment C) evaluated the project relative to County and Caltrans programs, plans, policies, and ordinances related to various topics, including emergency access. At SR 49 a widened 45 ft full-access driveway would serve the project site and be located approximately 400 ft north of SR 193 (Georgetown Road). A second 35 ft full-access driveway would be located on SR 193 directly opposite Ellinghouse Drive approximately 600 ft east of SR 49. This project driveway would form a standard four-way intersection (southbound leg) with the SR 93/Ellinghouse Drive intersection. The traffic study concluded that these roadway improvements would provide adequate emergency access to the Project site. The

study also concluded that the configuration of facilities and buildings on the Project site would allow for adequate emergency vehicle access and movement within the Project site. In addition, the proposed driveways at the Project site comply with County Design and Improvements Standards Manual, County Regional Fire Protection Standards (EDHFD 2022), and California Fire Code (CFC) requirements, including those that define standards for providing emergency access, including fire apparatus access. The surrounding roadways (SR 49 and SR 193) provide adequate circulation and access for emergency response and the project would not significantly modify any roads or otherwise affect emergency response times. Therefore, the project would not result in inadequate emergency access.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)?		☒ Yes		☐ No
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

3.18.1 Environmental Setting

Please reference the Cultural Resources Chapter for the preliminary Ethnohistory of the historic Indigenous groups that occupied the region. The United Auburn Indian Community (UAIC) is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Tribal members who are traditionally and culturally affiliated with the Project area. The Tribe has a deep spiritual, cultural, and physical ties to their ancestral land and are contemporary stewards of their culture and landscapes. The Tribal community represents a continuity and endurance of their ancestors by maintaining their connection to their history and culture. It is the Tribe's goal to ensure the preservation and continuance of their cultural heritage for current and future generations.

This section focuses on the contemporary tribal communities and Tribal cultural resources as they pertain to AB 52 addressing Tribal Cultural Resources. This section analyzes and evaluates the potential impacts of the project on Tribal cultural resources, both identified and undiscovered. Tribal cultural resources, as defined by AB 52, Statutes of 2014, in PRC Section 21074, are sites, features, places, cultural landscapes, sacred places and objects, with cultural value to a Tribe. A Tribal cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.

AB 52, signed by Governor Edmund G. Brown, Jr., in September 2014, established a new class of resources under CEQA: "Tribal cultural resources." AB 52, as provided in Public Resource Code Sections 21080.3.1, 21080.3.2, and 21082.3, requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete,

and prior to the issuance of a NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration.

The County sent notification letters that the project was being addressed under CEQA, as required by PRC 21080.3.1, to the Native American tribes that had previously requested such notifications. Notifications were sent to, Ione Band of Miwok Indians, Wilton Rancheria, Nashville Enterprise Miwok-Maidu-Nishinam Tribe, Shingle Springs Band of Miwok Indians, T'si-Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, Washoe Tribe of California and Nevada, had requested to be notified of proposed projects for consultation in the project area. Consultation notices were sent on February 16, 2023. No responses were received from six of the seven tribes (Ione Band of Miwok Indians, Wilton Rancheria, Nashville Enterprise Miwok-Maidu-Nishinam Tribe, Shingle Springs Band of Miwok Indians, T'si-Akim Maidu, Washoe Tribe of California and Nevada).

The County received a request from the UAIC for consultation on March 6, 2023. In response to the County's notification of the project to UAIC, UAIC conducted a records search for the identification of Tribal Cultural Resources for this project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the NAHC. The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data. UAIC expressed great concern related to the protection of precontact component of P-09-003627, which include chert outcropping that were used as quarry for the material of native people.

UAIC responded on March 13, 2023, requesting that the unanticipated discovery mitigation measure be included in the environmental document. Consultation, undertaken between March 13, 2023, and November 16, 2023, resulted in project design changes which would avoid the rock formations on the western side of the Project site (P-09-003627) and would place fencing around these formations as buffers. UAIC requested and reviewed the cultural resources report prepared for the project. In addition, UAIC also requested review of the Tribal cultural resources section in order to close consultation. On July, 2, 2025, UAIC reviewed the section and identified P-09-003627 as a Tribal cultural resource and requested proper protection.

3.18.2 Discussion

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

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

Less than Significant. Less than Significant Impact with Mitigation. Consultation under AB 52 result in the identification of a Tribal cultural resources as defined by PRC Section 21074. UAIC identified P-09-003627, chert outcroppings that were used as quarry for the material of native people, as a Tribal cultural resource. In addition, the possibility exists that previously unknown resources that could quality as a Tribal cultural resource could be encountered during construction-related ground disturbing activities. This impact is potentially significant.

Mitigation Measure 3.18-1: Protection of Known Tribal Cultural Resources

Components of the project that require earth-moving and excavation could impact the known Tribal cultural resource (P-09-003627). The project, as currently designed, would not result in ground disturbance within the known Tribal cultural resource. However, final engineering and other factors could change, which could cause project activities to move towards the Tribal cultural resource. To better protect the Tribal cultural resource in the event of unforeseen circumstances. a paid Tribal monitor authorized by UAIC will be present when the fencing is placed around the Tribal cultural resource. The monitor shall provide guidance on the placement of the fencing to achieve the desired protection of the Tribal cultural resource. A Tribal monitor from UAIC shall also be present during the removal of the fence. The applicant, or applicant's representative, shall fund the presence of the monitor during fence installation. In addition, the applicant, or applicant's representative, shall contact and coordinate with the tribe 7 days prior to the installation of the fencing as well as 7 days prior to the removal of the fence.

Mitigation Measure 3.18-2: Protection of Unanticipated Discoveries of Tribal Cultural Resources

If any suspected Tribal cultural resources are discovered during ground disturbing construction activities, all work shall cease within 100 ft of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a Tribal cultural resource (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of Tribal cultural resources under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of Tribal cultural resources will not take place unless approved in writing by UAIC or by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal cultural resources may include Tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB52, have been satisfied.

Significance after Mitigation

Implementation of Mitigation Measure 3.18-1 would ensure proper protection of the known tribal cultural resource by installing protective fencing, and Mitigation Measure 3.18-2 would reduce impacts to tribal cultural resources to a less-than-significant level by requiring, in the case of a discovery, appropriate treatment (processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts) and proper care of significant tribal cultural resources.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems.				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 Environmental Setting

Water would be supplied to the proposed Project by the GDPUD. The site is entitled to derive service, subject to the district's water service priority policy, upon proper application and payment of the appropriate charges. The Project site is currently served by a ten-inch water main located in SR 193. There is also a 10-inch water main in SR 49 adjacent to the Project site. The project would make use of a private on-site septic system that would manage wastewater. PG&E provides electrical service with existing power lines along SR 193 and SR 49. Gas would be provided by on-site propane tanks.

El Dorado Disposal Services provides solid waste collection, disposal, and recycling services in the region. Solid waste is transported to the Western El Dorado Recovery Systems (WERS) Transfer Station and Material Recovery Facility, located at 4100 Throwita Way in Placerville, which handles a maximum permitted throughput of 400 tons per day (CalRecycle 2025a). After undergoing processing, non-recyclable waste from the WERS Transfer Station and Material Recovery Facility are delivered to the Potrero Hills Landfill, located at 3675 Potrero Hills Lane, in Suisun City, which has a maximum permitted capacity of 83.1 million cubic yards and, as of the year 2006, a remaining estimated capacity of approximately 13.9 million cubic yards, or 16.7 percent of the landfill's total capacity. The landfill receives a maximum disposal of 4,330 tons per day (CalRecycle 2025b).

Chapter 8.42- Solid Waste Management Ordinance No. 4525 describes the County's requirements related to the provision of solid waste disposal services including collection and transport. The California Integrated Waste Management Act of 1989 (AB 939) required a diversion of a minimum of 50 percent of discarded materials away from disposal in landfills.

3.19.2 Discussion

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

Less than Significant. As described in Section 3.19.1, there is utility infrastructure already available on the project site, or along SR 193 and SR 49 adjacent to the Project site. A septic system and leach field would be installed on the Project site. The environmental impacts of installing/connecting utility infrastructure on the project site are evaluated throughout this IS. For example, impacts pertaining to grading, soils, and stormwater are addressed in Section 3.7, "Geology and Soils," and 3.10, "Hydrology and Water Quality."

b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant. As stated previously, GDPUD reviewed the Project and found that the Project is within the district's service boundaries. Per the "will serve" letter provided by GDPUD, the site is entitled to derive service, subject to the district's water service priority policy, upon proper application and payment of the appropriate charges. GDPUD has sufficient water delivery infrastructure and supply to serve the site.

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

Less than Significant. The Project site is in a rural area where wastewater treatment is accomplished through onsite septic systems. Development of the new septic system at the Project site would require approval from the County's EMD and compliance with the County's Private Sewage Disposal System Ordinance (EDC 2025). Before the proposed Project can be approved by the County, information about soil depth, soil percolation rate, and the proposed leach field area for proposed septic system must be submitted to the LAMP and must demonstrate sufficient percolation rates to meet projected wastewater generation rates.

Wastewater service for the proposed Project would be provided by an onsite septic tank and leach field. The septic system will meet the requirements for a commercial facility, including a grease interceptor to prevent grease from entering the leach field. Preliminary evaluations of soil conditions have found that percolation rates may require a specialized leach field system to accommodate poor drainage rates. A location for a leach field system considered sufficient to support the proposed Project has been identified east of the oak trees that are to be preserved. Additional land south of the proposed leach field has been reserved to allow installation of additional leach line if needed. Sufficient reserved land is available to potentially triple the length of leach line currently being considered. With the ability to substantially expand the leach field in response to poor soil drainage conditions, the Project is expected to have sufficient capacity to accommodate use of an onsite septic systems.

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

Less than Significant. The proposed Project would generate solid waste from construction as well as solid waste once occupied, including organic waste and recyclable material. Solid waste services to the project site are provided by El Dorado Disposal Services and waste generated at the site would be disposed of at the Potrero Hills Landfill. The

project would not generate waste in excess of local standards or in excess of the capacity of local infrastructure and would not impair the attainment of solid waste reduction goals.

e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant. Solid waste services to the project site are provided by El Dorado Disposal Services and waste generated at the site would be disposed of at the Potrero Hills Landfill. Development at the Project site would be provided with trash, recycling, and organics disposal services in accordance with local, state, and federal regulations. The project would, therefore, comply with regulations including the County's ordinances and AB 939. The Project would not fail to comply with federal, state, and local management and reduction regulations related to solid waste.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire.				
Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones?		☐ Yes		☒ No
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

3.20.1 Environmental Setting

According to CAL FIRE, the project site is within the SRA for fire protection and is located within a designated high fire hazard severity zone (CAL FIRE 2025). The Project is in a rural area, with most properties in the region being privately owned. The topography of the project site is hilly with relatively gentle slopes. There are no steep slopes within or adjacent to the project site

The project site is in an area susceptible to wildland fires. Surrounding properties support widely spaced commercial structures, amongst blue oak-foothill pine woodlands, annual grasslands, and shrublands. Nearby roads that may be used for access to Project site access are SR 49 and SR 193.

3.20.2 Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant. The project and surrounding vicinity are subject to a number of emergency response plans, including the El Dorado County Multi-Jurisdictional Hazard Mitigation Plan (EDCSO 2024), which provides guidance for the County's response in emergency situations, including wildfire and emergency evacuation. Impairment of emergency response plans or emergency evacuation plans would occur if the project would introduce an undue or extraordinary burden on emergency responders as they respond to an emergency incident. The proposed Project

would not affect emergency response or evacuation. Development at the Project site would be required to conform to applicable County Development Standards and Guidelines, County Regional Fire Protection Standards, and CFC requirements, including those that define standards for providing emergency access, including fire apparatus access. The surrounding roadways provide adequate circulation and access for emergency response and the Project would not significantly modify any roads or otherwise affect emergency response times. The Project would not increase population in a way that would add appreciable numbers of vehicles to an evacuation. The Project could benefit evacuation efficiency by providing additional capacity for evacuees to fuel their vehicles prior to, or during an evacuation. Therefore, the Project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan.

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

Less than Significant. The Project site is in an area susceptible to wildland fires. However, there are no steep slopes in the Project area that exacerbate wildfire risk. The Project would increase human activity at the Project site, thereby incrementally increasing the ignition risk. However, the project would also increase the potential to quickly respond to ignitions via the presence of individuals to identify and report ignitions. The Western El Dorado Community Wildfire Protection Plan (CWPP) describes wildfire risks and mitigation strategies for the portion of the County that includes the project site (EDC 2022). Implementation of the County CWPP would reduce the likelihood of an ignition at the project site becoming an out-of-control wildfire. In addition, El Dorado County Fire Protection District Station 72 is located approximately 400 feet northwest of the Project site, allowing a quick response to any ignitions that might occur on the Project site.

The project would also be required to adhere to all fire prevention and protection requirements and regulations of El Dorado County including the El Dorado County Fire Hazard Ordinance and the Uniform Fire Code, as applicable. Pertinent measures include, but are not limited to, the use of equipment with spark arrestors and non-sparking tools during project activities. The project applicant would also be required to develop the project structures to meet defensible space requirements as specified under Objective 6.2.1 of the Safety Element of the El Dorado County General Plan. With adherence to these requirements, the project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

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

Less than Significant. All elements of the proposed project are included in the project description evaluated in this IS and all temporary and ongoing impacts are disclosed in this document. The project would be served by an onsite an onsite wastewater treatment system. Water service is available via an existing water main that serves the site. Electrical lines already exists on adjacent roadways and electrical service would be provided by PG&E. The project would avoid exacerbating fire risk during infrastructure installation through compliance with the most current building and fire codes, CFC requirements, and County Regional Fire Protection Standards, including those for access and roadways, rural water supply, and firefighting. The installation of new infrastructure would also be required to comply with all applicable County regulations to protect the environment, including the ORMP and other measures. Actions associated with development of new utility facilities, including transmission or utility lines, are not exempt from the mitigation requirements of the ORMP. Actions taken to maintain existing utility facilities, as well as action taken pursuant to an approved Fire Safe Plan, including fuel break construction, are exempt from the ORMP mitigation requirements.

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

Less than Significant. The development of the proposed Project would result in construction and operational activities that could introduce new ignition sources that could increase wildfire hazards. However, as discussed in 3.20.2(b), implementation of the Project would not exacerbate wildfire risk. As discussed in Section 3.7.2(a)(iv), the potential for landslides to occur is negligible because the site generally has gentle topography and there are no steep slopes within or adjacent to the Project site. In addition, as discussed in Section 3.10.1, the project site is within an area of minimal flood hazard (FEMA 2008). Development at the Project site could change the drainage patterns of the project site by increasing impervious surfaces; however, development would be designed to comply with the County's West Slope Development and Redevelopment Standards (EDC 2024c), the SWMP for Western El Dorado County (EDC 2004b), and the County's Grading, Erosion, and Sediment Control Ordinance (EDC 2013) to prevent drainage, flooding, and erosion impacts from site runoff (see Section 3.10.2[c] for additional information). Therefore, the Project would not expose people or structures to significant risks from runoff, post-fire slope instability, or drainage changes.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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.)	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.21.1 Environmental Setting

The environmental setting for this section is presented above in the environmental settings for each of the checklist issue areas. No additional environmental setting is necessary.

3.21.2 Discussion

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

Less than Significant Impact with Mitigation. Based on evaluations and discussions contained in Sections 3.1 through 3.20 of this Initial Study, the Project is not anticipated to substantially degrade the quality of the environment. As discussed in Section 3.4, "Biological Resources," the Project would implement Mitigation Measures 3.4-1 and 3.4-2. Therefore, the Project would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. In addition, as discussed in Section 3.5, "Cultural Resources," and Section 3.18, "Tribal Cultural Resource," although unlikely, ground-disturbing activities during

project construction may result in the unanticipated discovery of archaeological resources or Tribal cultural resources; however, the County requires that specific procedures be followed in the event of unanticipated discoveries (refer to Section 3.5 Mitigation Measure 3.5-1 and Section 3.18 Mitigation Measure 3.18-1) as a condition of project approval. Therefore, the project would not eliminate important examples of the major periods of California history or prehistory or Tribal cultural resources.

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Less than Significant. The Project would not result in significant cumulatively considerable impacts for the following reasons:

- The Project would not make a substantial contribution to the cumulative condition for agricultural and forest resources, biological resources, cultural and tribal cultural resources, and mineral resources due to the lack of Important Farmland and forest land and known mineral resources at the project site. Potential impacts to special-status species, archaeological resources, and Tribal cultural resources would be reduced to less than significant levels through mitigation.
- Impacts related to geology, soils, and hazards and hazardous materials are generally site-specific and would not substantially contribute to the cumulative condition.
- The project would be consistent with existing land use and zoning designations for the project site, the County's Municipal Code and ordinances, and the County's Design Guidelines. In addition, population growth from the Project would be minor (if any at all) and would be consistent with the growth anticipated in the County's General Plan. Therefore, the Project would not substantially contribute to the cumulative condition for aesthetics, land use and planning, population and housing, public services, recreation, and wildfire.
- The Project could indirectly increase impervious surfaces and change drainage patterns within the watershed; however, the Project would not substantially contribute to the cumulative condition for hydrology and water quality because the proposed development would be designed to meet all applicable stormwater quality requirements.
- With respect to air quality, energy, noise, transportation, and utilities, the project would be consistent with the existing land use designation and the population assumptions for the area. GHG emissions impacts, which are inherently cumulative, would be less than significant.

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

Less than Significant. The project's potential effects on the way residents experience the existing environment (aesthetics) and plans for future use of the area (land use and population and housing) would be less than significant. Elements of the project that could physically affect sensitive populations, including air quality impacts and generation of noise, were also found less than significant. GHG emissions, which are understood to result in global warming, would be less-than-significant.

This page is intentionally left blank.

4 REFERENCES

Chapter 2, Project Description

El Dorado County. 2004a. *El Dorado County General Plan,* as amended. Most recently amended May 21, 2024. El Dorado County Planning Services. Available: https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division/Adopted-General-Plan#section-1. Accessed March 26, 2025.

Chapter 3, Environmental Checklist

No citations are used in this section.

Aesthetics

California Department of Transportation. 2025. Scenic Highway Online Map Viewer. Available: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed: March 12, 2025.

El Dorado County. 2003. *El Dorado County General Plan Draft Environmental Impact Report*. State Clearinghouse No. 2001082030. Placerville, CA: El Dorado County Planning Services. Available: https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division/Adopted-General-Plan/General-Plan-Supporting-Documents/Draft-Environmental-Impact-Report-DEIR#section-2. Accessed: March 10, 2025.

Caltrans. *See* California Department of Transportation

Agriculture and Forest Resources

California Department of Conservation. 2025a. California Important Farmland Finder. Available: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed: February 27, 2025.

———. 2025b. California Important Farmland Finder. Available: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed: February 27, 2025.

———. 2025c. Wiliamson Act Enrollment Finder. Available: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html. Accessed: February 27, 2025.

El Dorado County. 2004b. *El Dorado County General Plan,* as amended. Most recently amended May 21, 2024. El Dorado County Planning Services. Available: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/land-use/planning-amp-zoning/adopted-general-plan/af-1.pdf. Accessed February 27, 2025.

Air Quality

California Air Resources Board. 2023. *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*. Available: https://www.airquality.org/ProgramCoordination/Documents/Sacramento%20Regional%202015%20NAAQS%208%20Hour%20Ozone%20Attainment%20and%20Reasonable%20Further%20Progress%20Plan.pdf. Accessed February 27, 2025.

———. 2025. Attainment Designations by County. Available: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed May 21, 2025.

El Dorado County. 2023. Subject: AQMD Comments for DR22-007 Higginbotham Cool Commercial Center Review AQ Report Air Quality and Greenhouse Gas Technical Report.

EDC. *See* El Dorado County.

EDCAQMD. *See* El Dorado County Air Quality Management District.

El Dorado County. 2018. Asbestos Review Areas, Western Slope County of El Dorado. Available: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/government/air-quality/construction-dust-rules/asbestos-review-map-8-22-18.pdf. Accessed March 10, 2025.

El Dorado County Air Quality Management District. 2002. *Guide to Air Quality Assessment: Determining the Significance of Air Quality Impacts Under the California Environmental Quality Act*. Retrieved from http://www.edcgov.us/Government/AirQualityManagement/Guide_to_Air_Quality_Assessment.aspx. Accessed March 10, 2025.

———. 2023. *AQMD Comments for DR 22-0007 Higginbotham Cool Commercial Center Review AQ Report Air Quality and Greenhouse Gas Technical Report*. Letter Dated November 28, 2023 to Matthew Aselage, Project Planner, El Dorado County Planning Services.

US Environmental Protection Agency. 2025. *Criteria Air Pollutants*. Available: https://www.epa.gov/criteria-air-pollutants#self. Last updated March 25, 2025. Accessed April 1, 2025.

Biological Resources

California Department of Fish and Wildlife. 2024. CNPS Rare Plant Inventory Search Results. Retrieved May 15, 2025

———. 2025a. California Natural Diversity Database. Commercial Version. Dated November 1, 2024. Report printed March 10, 2025.

———. 2025b. Terrestrial Connectivity Data and Resources. Available: https://wildlife.ca.gov/Data/BIOS. Retrieved May 15, 2025.

CDFW. *See* California Department of Fish and Wildlife.

CNPS. *See* California Native Plant Society.

EDC. *See* El Dorado County.

El Dorado County. 2025a. El Dorado County Ecological Preserve Fee Update and EIR. Available: https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Long-Range-Planning-Division/Active-Projects/Ecological-Preserve-Fee-Update-and-EIR. Accessed: Accessed May 5, 2025.

Natural Resources Conservation Service, United States Department of Agriculture. 2025. Web Soil Survey. Available: http://websoilsurvey.sc.egov.usda.gov/. Accessed March 31, 2025.

NRCS. *See* Natural Resources Conservation Service, United States Department of Agriculture.

Spencer, W.D., P. Beier, K. Penrod, K. Winters, C. Paulman, H. Rustigian-Romsos, J. Strittholt, M. Parisi, and A. Pettler. 2010. California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California. Prepared for California Department of Transportation, California Department of Fish and Game, and Federal Highways Administration. http://bios.dfg.ca.gov. Accessed May 15, 2025.

———. 2025a. U.S. Fish and Wildlife Service. Information for Planning and Conservation. Available online at: http://ecos.fws.gov/ipac/. Accessed April 1, 2025.

———. 2025b. National Wetlands Inventory Wetlands Mapper Online Viewer. Available on: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ Accessed May 15, 2025.

USFWS. *See* U.S. Fish and Wildlife Service.

US Geological Survey. 2025a. National Hydrography Dataset Online Viewer. Available on: https://apps.nationalmap.gov/downloader/#/ Accessed May 15, 2025.

USGS. *See* US Geological Survey.

Cultural Resources

Jensen, S.M. 2022. Cultural Resources Inventory Survey for the Cool Commercial Development Project Circa 5-Acres, El Dorado County, California. Prepared for Melvin Higginbotham. CONFIDENTIAL DOCUMENT.

Energy

Bureau of Transportation Statistics. 2023. *Transportation Statistics Annual Report 2023*. Available: https://rosap.ntl.bts.gov/view/dot/72943. Accessed December 12, 2024.

California Energy Commission. 2025. 2025 Building Energy Efficiency Standards. Available: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed May 21, 2025.

CEC. *See* California Energy Commission.

EIA. *See* US Energy Information Administration

US Energy Information Administration. 2024. California State Profile and Energy Estimates. Available: https://www.eia.gov/state/analysis.php?sid=CA#115. Accessed May 21, 2025.

Geology and Soils

California Department of Conservation. 1990. Fault Evaluation Reports for Northern California. Open File Report 90-10. Sacramento, CA, *as cited in EDC 2003*.

———. 2000. *Areas More Likely to Contain Natural Asbestos in Western El Dorado County, California. Open-File Report 2000-02*. Prepared by R. K. Churchill, C. T. Higgins, and B. Hill. Sacramento, CA.

———. 2025d. EQ Zapp: California Earthquake Hazards Zone Application. Available on: https://www.conservation.ca.gov/cgs/geohazards/eq-zapp. Accessed March 31, 2025.

CDC. *See* California Department of Conservation.

EDC. *See* El Dorado County.

California Department of Water Resources. 2025. Sustainable Groundwater Management Act Basin Prioritization Dashboard. Available on: https://gis.water.ca.gov/app/bp-dashboard/final/ Accessed March 31, 2025.

El Dorado County. 2003. *El Dorado County General Plan Draft Environmental Impact Report*. State Clearinghouse No. 2001082030. Placerville, CA: El Dorado County Planning Services. Available: https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division/Adopted-General-Plan/General-Plan-Supporting-Documents/Draft-Environmental-Impact-Report-DEIR#section-2. Accessed: February 27, 2025.

Natural Resources Conservation Service, United States Department of Agriculture. 2025. Web Soil Survey. Available: http://websoilsurvey.sc.egov.usda.gov/. Accessed March 31, 2025.

NRCS. *See* Natural Resources Conservation Service, United States Department of Agriculture.

California Department of Water Resources. 2025. Sustainable Groundwater Management Act Basin Prioritization Dashboard. Available on: https://gis.water.ca.gov/app/bp-dashboard/final/

Wagner, D.L., C.W. Jennings, T.L. Bedrossian, and E.J. Bortugno. 1981. Geologic Map of the Sacramento 7.5' Quadrangle, Sacramento County, California. California Department of Conservation, California Geological Survey.

UCD Soils Web. 2025. University of California Agriculture and Natural Resources. Available: https://casoilresource.lawr.ucdavis.edu/gmap/. Accessed March 31, 2025.

Greenhouse Gas Emissions

California Air Resources Board. 2022. *California's 2022 Climate Change Scoping Plan*. Available: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf. Accessed December 12, 2024.

El Dorado County. 2023. Subject: AQMD Comments for DR22-007 Higginbotham Cool Commercial Center Review AQ Report Air Quality and Greenhouse Gas Technical Report.

EDC. See El Dorado County.

EDCAQMD. *See* El Dorado County Air Quality Management District.

El Dorado County Air Quality Management District. 2002. *Guide to Air Quality Assessment: Determining the Significance of Air Quality Impacts Under the California Environmental Quality Act*. Retrieved from http://www.edcgov.us/Government/AirQualityManagement/Guide_to_Air_Quality_Assessment.aspx. Accessed April 14, 2025.

Intergovernmental Panel on Climate Change. 2013. Chapter 6, Carbon and Other Biogeochemical Cycles. Pages 465–570 in *Climate Change 2013: The Physical Science Basis*. Working Group I Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Available: https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_TS_FINAL.pdf. Accessed April 14, 2025.

———. 2014. *Climate Change 2014 Synthesis Report: Summary for Policymakers*. Available: https://archive.ipcc.ch/pdf/assessment-report/ar5/syr/AR5_SYR_FINAL_SPM.pdf. Accessed April 14, 2025.

IPCC. *See* Intergovernmental Panel on Climate Change.

State of California. 2018. *California's Fourth Climate Change Assessment Statewide Summary Report*. Available: https://www.energy.ca.gov/sites/default/files/2019-11/Statewide_Reports-SUM-CCCA4-2018-013_Statewide_Summary_Report_ADA.pdf. Accessed April 15, 2025.

UN. *See* United Nations.

United Nations. 2015 (December 13). Historic Paris Agreement on Climate Change: 195 Nations Set Path to Keep Temperature Rise Well Below 2 Degrees Celsius. Available: https://unfccc.int/news/finale-cop21. Accessed April 15, 2025.

Hazards and Hazardous Materials

CAL FIRE. See California Department of Forestry and Fire Protection.

California Department of Forestry and Fire Protection. 2025. Fire Hazard Severity Zones in State Responsibility Area. Available: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed April 1, 2025.

California Department of Conservation. 2000. Areas More Likely to Contain Natural Asbestos in Western El Dorado County, California. Open-File Report 2000-02. Prepared by R. K. Churchill, C. T. Higgins, and B. Hill. Sacramento, CA.

California Department of Toxic Substances Control. 2025. EnviroStor database query for Project site. Available: https://www.envirostor.dtsc.ca.gov/public/map/. Accessed April 1, 2025.

CDC. *See* California Department of Conservation.

DTSC. *See* California Department of Toxic Substances Control.

EDC. *See* El Dorado County.

EDCSO. *See* El Dorado County Sheriff's Office.

El Dorado County. 2004a. El Dorado County General Plan, as amended. Most recently amended May 21, 2024. El Dorado County Planning Services. Available: https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division/Adopted-General-Plan#section-1. Accessed March 10, 2025.

El Dorado County Sheriff's Office. 2024. El Dorado County Multi-Jurisdictional Hazard Mitigation Plan. Available: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/public-safety-amp-justice/public-safety/sheriff/operations/oes/eldoradocounty_mjhmp_final_7.10.24.pdf. Accessed April 1, 2025.

El Dorado County Air Quality Management District. 2023. AQMD Comments for DR 22-0007 Higginbotham Cool Commercial Center Review AQ Report Air Quality and Greenhouse Gas Technical Report. Letter Dated November 28, 2023 to Matthew Aselage, Project Planner, El Dorado County Planning Services.

EDCAQMD. *See* El Dorado County Air Quality Management District.

State Water Resources Control Board. 2025. Geotracker Database. Available: https://geotracker.waterboards.ca.gov/map/?global_id=T0607302824#. Accessed April 23, 2025.

SWRCB. *See* State Water Resources Control Board.

Hydrology and Water Quality

California Department of Conservation. 2025e. CGS Information Warehouse: Tsunami Hazard Area Map. Available: https://maps.conseravtion.ca.gov/cgs/informationwarehouse/ts_evacuation/ Accessed April 1, 2025.

CDC. See California Department of Conservation.

California Department of Water Resources. 2025. Sustainable Groundwater Management Act Basin Prioritization Dashboard. Available on: https://gis.water.ca.gov/app/bp-dashboard/final/ Accessed March 31, 2025.

CDC. *See* California Department of Conservation.

Central Valley Regional Water Quality Control Board. 2019. The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board, Central Valley Region, The Sacramento River Basin and San Joaquin River Basin, Fifth Edition. Adopted July 25, 1975; reflects amendments through February 2019. Available: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201902.pdf. Accessed April 1, 2025.

Central Valley RWQCB. *See* Central Valley Regional Water Quality Control Board.

DWR. *See* California Department of Water Resources.

EDC. *See* El Dorado County.

El Dorado County. 2004b. *El Dorado County General Plan,* as amended. Most recently amended May 21, 2024. El Dorado County Planning Services. Available: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/land-use/planning-amp-zoning/adopted-general-plan/af-1.pdf. Accessed April 9, 2025.

———. 2013. El Dorado County Grading, Erosion, and Sediment Control Ordinance. Chapter 15.14. Available: https://www.eldoradocounty.ca.gov/files/assets/county/v/2/documents/land-use/building-services-documents/forms-checklist-tab/grading-ordinance.pdf. Accessed March 11, 2025.

———. 2024c. County's West Slope Development and Redevelopment Standards. Available: https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Tahoe-Planning-and-Building-Division-Stormwater-Unit/West-Slope-Development-and-Redevelopment-Standards. Accessed April 1, 2025.

Federal Emergency Management Agency. 2008 (September). *Flood Insurance Rate Map, Map Number 06017C0175E. Available: https://msc.fema.gov/portal/home.* Accessed April 1, 2025.

FEMA. *See* Federal Emergency Management Agency.

US Geological Survey. 2025. Watershed Boundary Dataset Online Viewer. Available: https://www.arcgis.com/home/webmap/viewer.html?webmap=2c786babdaa34c93b7f9d37e82ba4748 Accessed April 1, 2025.

USGS. *See* US Geological Survey.

Land Use and Planning

EDC. *See* El Dorado County.

El Dorado County. 2004a. *El Dorado County General Plan,* as amended. Most recently amended May 21, 2024. El Dorado County Planning Services. Available: https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division/Adopted-General-Plan#section-1. Accessed March 10, 2025.

Mineral Resources

EDC. *See* El Dorado County.

El Dorado County. 2003. El Dorado County General Plan Draft Environmental Impact Report. State Clearinghouse No. 2001082030. Placerville, CA: El Dorado County Planning Services. Available: https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division/Adopted-General-Plan/General-Plan-Supporting-Documents/Draft-Environmental-Impact-Report-DEIR#section-2. Accessed: February 27, 2025.

Noise

California Department of Transportation. 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.* California Department of Transportation Division of Environmental Analysis. Sacramento, CA. Prepared by ICF Jones & Stokes. Available: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, Accessed: February 27, 2025.

Caltrans. *See* California Department of Transportation.

Population and Housing

EDC. *See* El Dorado County.

El Dorado County. 2003. *El Dorado County General Plan Draft Environmental Impact Report*. State Clearinghouse No. 2001082030. Placerville, CA: El Dorado County Planning Services. Available: https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division/Adopted-General-Plan/General-Plan-Supporting-Documents/Draft-Environmental-Impact-Report-DEIR#section-2. Accessed: February 27, 2025.

Public Services

EDCSO. *See* El Dorado County Sheriff's Office.

BOMUSD. *See* Black Oak Mine Union School District.

Black Oak Mine Union School District. 2024. School Website. Available: https://www.bomusd.org/. Accessed April 15, 2025.

El Dorado County Sheriff's Office. 2024. Annual Sheriff Report. Available: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/public-safety-amp-justice/public-safety/sheriff/2024_annual_report.pdf. Accessed April 15, 2025.

Recreation

No citations are used in this section.

Transportation

EDC. *See* El Dorado County.

EDCTC. *See* El Dorado County Transportation Commission.

El Dorado County. 2020. County VMP Resolution for CEQA Compliance. Resolution 141.2020. Available: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/government/transportation/executed-resolution-141-2020.pdf. Accessed April 1, 2025.

El Dorado County Transportation Commission. 2019. El Dorado County and City of Placerville SB 743 Implementation Plan. Available: https://www.edctc.org/files/26cb184e7/SB743+Final+Implementation+Plan+2019.pdf. Accessed April 1, 2025.

EDHFD. *See* El Dorado Hills Fire Department.

El Dorado Hills Fire Department. 2022. *County Fire Protection Standards*. Available https://www.edhfire.com/prevention-safety/fire-prevention/el-dorado-county-standards. Accessed: April 1, 2025.

Tribal Cultural Resources

No citations are used in this section.

Utilities and Service Systems

California Department of Resources Recycling and Recovery. 2025a. Facility/Site Summary Details: Western El Dorado Recovery Systems MRF. Available: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/313. Accessed: April 10, 2025.

———. 2025b. Facility/Site Summary Details: Potrero Hills Landfill. Available: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1194?siteID=3591 Accessed: April 10, 2025.

Calrecycle. *See* California Department of Resources Recycling and Recovery.

EDC. *See* El Dorado County.

El Dorado County. 2025. County Environmental Management Division's Private Sewage Disposal System Ordinance. Available: https://www.eldoradocounty.ca.gov/County-Government/County-Departments/Environmental-Management/Environmental-Health/Septic-System-Components/Private-Sewage-Disposal-System-Ordinance. Accessed May 12, 2025.

Wildfire

CAL FIRE. *See* California Department of Forestry and Fire Protection.

California Department of Forestry and Fire Protection. 2025 (April). Fire Hazard Severity Zones in State Responsibility Area. Available: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed April 1, 2025.

EDC. *See* El Dorado County.

El Dorado County. 2004b. *Storm Water Management Plan for Western El Dorado County*. Available: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/land-use/stormwater/swmp.pdf. Accessed April 10, 2025.

———. 2013. El Dorado County Grading, Erosion, and Sediment Control Ordinance. Chapter 15.14. Available: https://www.eldoradocounty.ca.gov/files/assets/county/v/2/documents/land-use/building-services-documents/forms-checklist-tab/grading-ordinance.pdf. Accessed April 10, 2025.

———. 2022. *El Dorado County Community Wildfire Protection Plan*. Available: https://www.eldoradocounty.ca.gov/Public-Safety-Justice/Wildfire-Disaster/Office-of-Wildfire-Preparedness-and-Resilience/Community-Wildfire-Protection-Plan-CWPP.

———. 2024c. *County's West Slope Development and Redevelopment Standards*. Available: https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Tahoe-Planning-and-Building-Division-Stormwater-Unit/West-Slope-Development-and-Redevelopment-Standards. Accessed April 10, 2025.

EDCSO. *See* El Dorado County Sheriff's Office.

El Dorado County Sheriff's Office. 2024. *El Dorado County Multi-Jurisdictional Hazard Mitigation Plan*. Available: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/public-safety-amp-justice/public-safety/sheriff/operations/oes/eldoradocounty_mjhmp_final_7.10.24.pdf. Accessed April 10, 2025.

Federal Emergency Management Agency. 2008 (September). Flood Insurance Rate Map, Map Number 06017C0175E. Available: https://msc.fema.gov/portal/home. Accessed April 10, 2025.

FEMA. *See* Federal Emergency Management Agency.

Mandatory Findings of Significance

No citations are used in this section.

5 REPORT PREPARERS

EL DORADO COUNTY

Ande Flower ..... *Planning Manager*

Lela Shelley ..... *Project Planner*

ASCENT

Pat Angel ..... Principal in Charge

Sean Bechta ..... Project Manager

Roberta Mora ..... Environmental Planner

Allison Fuller ..... Wildlife Biologist

Riley Smith ..... Publishing Specialist

This page is intentionally left blank.

MITIGATION MONITORING AND REPORTING PROGRAM

DR22-0007 / Cool Station - Automobile-based Commercial Project

Prepared for:
County of El Dorado Planning and Building Department
Planning Services Division
2850 Fairlane Court
Placerville, CA 95667

Contact:
Lela Shelley
Assistant Planner
530.621.5859

July 31, 2025

TABLE OF CONTENTS

Section Page

MITIGATION MONITORING AND REPORTING PROGRAM 1
Purpose of Mitigation Monitoring and Reporting Program 1
Roles and Responsibilities 1
Reporting 2
Mitigation Monitoring and Reporting Program Table 2

This page intentionally left blank.

MITIGATION MONITORING AND REPORTING PROGRAM

In accordance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), an initial study/mitigated negative declaration (IS/Proposed MND) was prepared (State Clearinghouse No. 2025090951) for the DR22-0007 / 2-Phase Cool Station - Automobile-based Commercial Facility Project under the direction of the County of El Dorado (County). The project would result in potentially significant environmental impacts to biological resources, cultural resources, and tribal cultural resources, and would be mitigated to less than significant by the mitigation measures identified in the IS/Proposed MND. The cumulative analysis assumed implementation of the mitigation measures identified for project impacts, which resulted in no significant cumulative impacts and no additional mitigation measures are necessary. The project would not result in any significant and unavoidable impacts.

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the project because the IS/Proposed MND identifies significant adverse impacts related to project implementation, and mitigation measures have been identified to reduce those impacts. Adoption of the MMRP would occur in conjunction with certification of the DR22-0007 / 2-Phase Cool Station - Automobile-based Commercial Facility Project IS/MND.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction and operation, as applicable.

The MMRP table (Table 1) provided herein has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the impact, individual mitigation measures, monitoring responsibility, and mitigation timing. The table also provides space to confirm implementation of the mitigation measures after project approval. The numbering of mitigation measures follows the numbering sequence found in the IS/Proposed MND. Mitigation measures that are referenced more than once in the IS/Proposed MND are not duplicated in the MMRP table.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, El Dorado County is responsible for taking all actions necessary to implement, or document implementation of, the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. El Dorado County, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent.

Section 21081.6 of the Public Resources Code requires the lead agency to identify the "custodian of documents and other material" which constitutes the "record of proceedings" upon which the action on the project was based. El Dorado County Planning Department is the custodian of such documents for the DR22-0007 / 2-Phase Cool Station - Automobile-based Commercial Facility Project IS/. Inquiries should be directed to:

Ande Flower, Deputy Planning Manager
Planning and Building Department
2850 Fairlane Court, Building C
Placerville, California 95667

The location of this information is:

County of El Dorado

Planning and Building Department
2850 Fairlane Court, Building C
Placerville, California 95667

The El Dorado County Planning Department is responsible for overall administration of the MMRP and for verifying that County staff, the project applicant, the construction contractor, or other designated party has completed the necessary actions for each measure. The parties responsible for implementing each measure are responsible for identifying, coordinating with, and reporting to designated County staff monitoring implementation of the MMRP.

REPORTING

El Dorado County shall require the applicant, contractor(s), or others responsible for implementation of mitigation measures, to maintain records documenting compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled in monthly reports. The reports shall be designed to simply and clearly identify how and when mitigation measures have been adequately implemented. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, how and when compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required.

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP Table 1 are described below.

- Impact – This column provides the section of the Initial Study checklist table where the impact is identified. For example, Mitigation Measure 3.4-1 addresses impacts associated with Initial Study checklist question IV.a) "Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?" Therefore, "IV.a)" is provided in the Impact column (column 1) in Table 1.
- Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure.
- Monitoring and Reporting Procedure – This column identifies discrete actions to be implemented as part of the broader mitigation measure.
- Timing – This column identifies the time frame in which the mitigation will be implemented. The abbreviations used to describe timing are as follows:

  SS=site selection; DE=detailed project planning or project design prior to project approval;
  CO=prior to or during construction; OC=prior to occupancy; OP=operation

  These abbreviations are also defined in the notes at the end of the Table 1.
- Verification – This column identifies the party responsible for verifying compliance and is to be dated and signed by that party when the mitigation measure, or portion of the measure, is completed.

Table 1 Cool Station – Automobile-based commercial project IS/MND Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing / Frequency		Verification
Biological Resources					
Impact IV.a)	**Mitigation Measure 3.4-1: Nesting Bird and Raptor Protection** The project applicant shall implement the following measures to protect nesting birds and raptors: ▶ To minimize impacts to special-status bird species, raptors, and other native birds, development activities (e.g., vegetation clearing, ground disturbance, staging, construction of off-site improvements, and tree removal [if unavoidable]) shall be conducted during the nonbreeding season (approximately September 1 through January 31, as determined by a qualified biologist), when feasible. If project activities are conducted during the nonbreeding season, no further mitigation is required prior to the proposed activity. ▶ If development activities must commence during the avian nesting season (between February 1 and August 31), within 7 days prior to commencement of work a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for special-status birds, nesting raptors, and other native birds. Surveys shall be conducted in publicly accessible areas within 0.25 miles of the development activity area for white-tailed kite, 500 ft of the development activity area for other raptor species and special-status birds, and 50 ft of the development activity area for non-raptor common native bird nests. ▶ If no active bird nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the applicant and El Dorado County, and work may proceed. If at any time during the nesting season there is a lapse of two weeks or more with no work, a new survey for nesting birds shall be completed before work proceeds. ▶ If an active bird nest is found, a no-disturbance buffer shall be established around the nest site until the breeding season has ended or a qualified biologist has determined that the young have fledged or the nest is no longer active. ▶ The size of the no-disturbance buffer shall be determined by the biologist, based on the sensitivity of the bird species, nesting chronology of the species, disturbance characteristics (type, extent, visibility, duration, and timing), existing ambient conditions, and other factors (e.g.,	If development activities must occur between February 1 and August 31, retain a qualified biologist to conduct preconstruction surveys for nesting birds within appropriate buffers; 0.25 mi, 500 ft, 100 ft, or 20 ft. Establish and maintain an appropriate no disturbance buffer if an active nest is found. Survey report and mapping will be provided to El Dorado County. If necessary, consult with CDFW and implement avoidance measures and monitoring.	CO	Surveys conducted no more than 7 days prior to ground disturbance; between February 1 and August 31 Survey results, identification of no disturbance buffers (if needed), and coordination with CDFW (if needed) reported to County prior to the start of construction Nest monitoring during construction, as necessary	El Dorado County Planning and Building Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing / Frequency		Verification
	screening from existing structures, vegetation, or topography), as determined by the biologist. Buffers typically shall be 0.25 miles for white-tailed kite, 500 ft for other raptors, 100 ft for non-raptor special-status bird species, and at least 20 ft for common non-raptor bird species. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment shall be unlikely to adversely affect the nest. Any buffer reduction for a special-status bird species shall require coordination with CDFW. ▶ Daily monitoring of the nest by a qualified biologist during activities shall be required if the activity has potential to adversely affect the nest as determined by the qualified biologist, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project activities, as determined by the qualified biologist. ▶ Documentation of compliance with this mitigation measure and any required coordination with CDFW shall be provided to El Dorado County before commencement of any project construction activities				

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing / Frequency		Verification
Impact IV.e)	▸ **Measure 3.4-2: Oak Resources Protection:** If Project implementation results in the loss or removal of a native oak tree on the project site that qualifies for protection under the ORMP, the project applicant shall obtain a permit from the County and pay the mitigation fee for oak woodland impacts as stated in the ORMP. The project applicant shall coordinate with the County prior to any planned removal of native oak trees and notify the County of any damage to native oak trees during construction and comply with any ORMP requirements. For three years after any project construction under retained native oak trees, if any of these trees die from conditions attributable to changes in the ground in the tree's dripline, the applicant will coordinate with the County and comply with any ORMP mitigation requirements.	If any native oak trees are removed or destroyed, the project applicant shall obtain a permit and pay the mitigation fee. Monitor retained native oak trees for 3 years post-construction. Coordinate with County and comply with ORMP if tree mortality occurs and is due to changed conditions resulting from the project.	DE and CO OP	Identify any oak tree removal in project plans. Monitor oak tree removal or damage during construction. Monitor status of retained oak trees for first three years of project operation.	El Dorado County Planning and Building Department
Cultural Resources					
Impact V.b)	**Mitigation Measure 3.5-1: Protection of Unknown Archaeological Resources** In the event that unknown buried archaeological deposits (e.g., prehistoric stone tools, milling stones, shells, midden soils) are encountered during construction, all ground-disturbing activity within 100 ft of the resources shall be halted and a qualified professional archaeologist (36 Code of Federal Regulations 61) and appropriate Native American tribal representative shall be notified immediately and retained to assess the significance of the find. Construction activities could continue in other areas. If the find is determined to be significant by the qualified archaeologist or Native American tribe (i.e., because it is determined to constitute a unique archaeological resource), the archaeologist, in consultation with the Count and the culturally affiliated Native American tribe(s) shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional	If archaeological deposits are discovered during construction, halt ground-disturbing activity within 50-feet of the resources. Contact a qualified archaeologist.	CO	During construction	El Dorado County Planning and Building Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing / Frequency		Verification
	resources are affected. Procedures could include but would not necessarily be limited to preservation in place, subsurface testing, or contiguous block unit excavation and data recovery.	Determine appropriate level of archaeological investigation. Contact appropriate Native American tribe, as needed.			
Tribal Cultural Resources					
Impact XVIII.a) and XVIII.b)	**Mitigation Measure 3.18-1: Protection of Known Tribal Cultural Resources** Components of the project that require earth-moving and excavation could impact the known Tribal cultural resource (P-09-003627). The project, as currently designed, would not result in ground disturbance within the known Tribal cultural resource. However, final engineering and other factors could change, which could cause project activities to move towards the Tribal cultural resource. To better protect the Tribal cultural resource in the event of unforeseen circumstances, a paid Tribal monitor authorized by UAIC will be present when the fencing is placed around the Tribal cultural resource. The monitor shall provide guidance on the placement of the fencing to achieve the desired protection of the Tribal cultural resource. A Tribal monitor from UAIC shall also be present during the removal of the fence. The applicant, or applicant's representative, shall fund the presence of the monitor during fence installation. In addition, the applicant, or applicant's representative, shall contact and coordinate with the tribe 7 days prior to the installation of the fencing as well as 7 days prior to the removal of the fence.	Paid Tribal monitor present when fencing placed around Tribal cultural resource. Applicant contacts and coordinates with UAIC at least 7 days prior to fence installation. Paid Tribal monitor present when fencing is removed from around Tribal cultural resource. Applicant contacts and coordinates with UAIC at least 7 days prior to fence removal.	CO	Implement once prior to and during fence installation Implement again prior to and during fence installation	El Dorado County Planning and Building Department
Impact XVIII.a) and XVIII.b)	**Mitigation Measure 3.18-2: Protection of Unanticipated Discoveries of Tribal Cultural Resources** If any suspected Tribal cultural resources are discovered during ground disturbing construction activities, all work shall cease within 100 ft of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a Tribal cultural resource (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.	If suspected tribal cultural resources are discovered during construction, halt ground-disturbing activity within 100-feet of the resources. Notify El Dorado County of the find. Contact a Tribal	CO	During ground disturbing activities during construction	El Dorado County Planning and Building Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing / Frequency		Verification
	When avoidance is infeasible, preservation in place is the preferred option for mitigation of Tribal cultural resources under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of Tribal cultural resources will not take place unless approved in writing by UAIC or by the California Native American Tribe that is traditionally and culturally affiliated with the project area. The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal cultural resource may include Tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil. Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB52, have been satisfied	Representative to evaluate the find. Determine and implement appropriate protection/preservation/treatment if determined to be a Tribal cultural resource.			

Project stage at which implementation of the measure is required: SS=site selection; DE=detailed project planning or project design prior to project approval; CO=prior to or during construction; OC=prior to occupancy; OP=operation

This page intentionally left blank.

DR22-0007 / Cool Station – Automobile-based Commercial Project

Public Comments

Regarding project and Initial Study Mitigated Negative Declaration (ISMND)

All comments have been reviewed by staff, and responses sent where appropriate. These comments do not alter staff's recommendation as outlined in the staff report.

From: Steven Proe <trails-first@att.net>
Sent: Saturday, September 27, 2025 2:59 AM
To: Planning Department <planning@edcgov.us>
Subject: Cool project gas station?

This Message Is From an Untrusted Sender
You have not previously corresponded with this sender.

Report Suspicious

Has there been any disclosure about the presence of Asbestos Serpentine soil or under ground " lens " that are known to be located in this area ?
Plus the need for a traffic signal to be installed along with a wider roadway on both Hwy"s 193 and 49?
Thank you

From: Kris Olof <krisolof@gmail.com>
Sent: Wednesday, October 1, 2025 5:39 PM
To: Planning Department <planning@edcgov.us>
Subject: Higginbotham Cool Commercial Center - Question for planning

This Message Is From an Untrusted Sender
You have not previously corresponded with this sender.

Report Suspicious

Hi, After reviewing the plans for the Higginbotham Cool Commercial Center I noticed that the plans do not state the intent for the rest of the partially developed parcel APN:071-500-036. I understand using that parcel for putting the driveway directly across from the driveway of the existing commercial development but I don't understand the plan to leave it vacant. Additionally, the images seem to indicate a retaining wall which would limit future uses from using that driveway. Is there a future planned use for this lot and what will it's zoning be once this project is built?

Thank you,

-Kris
(707) 391-7360

To Whom It May Concern:

We are long term residents of Cool, Ca., and would very much look forward to this project being completed, with the following condition: that to the extent possible the buildings and facades have a "country/old town" appearance – similar to what was done with Dollar General and the older businesses across hwy 49. Our downtown could absolutely use some competition for petroleum sales! The existing fuel station is both difficult to access and due to their monopoly always has higher prices – even compared to Georgetown! We also would love to have the convenience of a local car wash! (wish that were in phase 1).

As you likely recognize, Cool sees a lot of pass-through visitors/tourists – heading towards the river and Coloma, to explore our wonderful local trails on horseback/bikes/hiking, or heading upcountry for some of the best off-roading in the country. We feel an additional service center like the one proposed would be very much appreciated by our temporary guests passing through, and that our county of El Dorado would benefit from the extra tax revenue generated by both local folks and out of towners. We are absolutely in favor of this!

Please pass this letter on to the Board of Supervisors as well, for input to their consideration of this project.

Sincerely,

Scott Jessen and Sally Brown
1761 Shaver Rd.
Cool, CA
(530) 887-8735

Dear Ms. Shelley,
It's come back, this potential cash cow for El Dorado County's tax collector and the owner of this gas station, (8 pumps !), drive thru food service with a visitor center (or the rest of the drive thru?), a convenience store, and soon a car wash!

During the past few years someone must have noticed the revenue potential. All those motor vehicles, 8k to 10k a day passing through the crossroads of Hwy's 193 and 49.

Never with a thought for the community of Cool. The increased cross traffic will bring delays and an increase in traffic accidents. Does Caltrans have a plan?

Maybe the County believes Auburn Lake Trails is Cool? It is a large part of Cool, but not the totality. Cool wants a town square, and a sense of autonomy from the County's rule. A gas station complex for drive-through traffic is not needed and wanted!

Thank you.

Ann Gualtieri
3060 Triple Seven Road
Cool, CA. 95614

From: Nanette Franceschini <goingdogs2@gmail.com>
Sent: Monday, October 20, 2025 2:37 PM
To: Planning Department <planning@edcgov.us>; Lori Parlin <lori.parlin@edcgov.us>
Subject: Comments on the DR22-0007/Cool Station Automobile-based Commercial Project

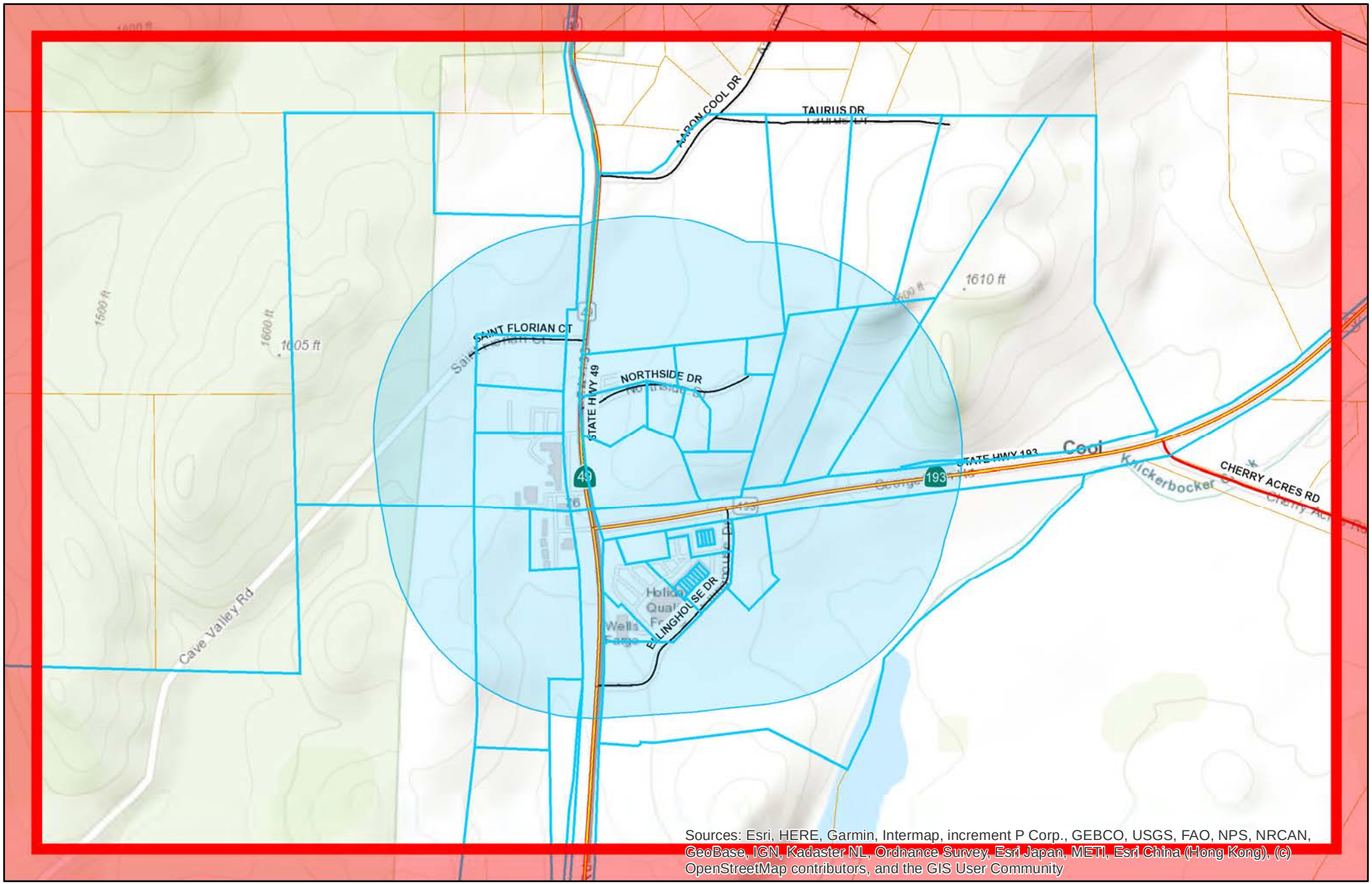
This Message Is From an Untrusted Sender
You have not previously corresponded with this sender.
Report Suspicious

Comments on the DR22-0007/Cool Station Automobile-based Commercial Project, comments accepted September 22 to October 21, 2025. I don't think this project will be of the greatest help to Cool and the surrounding communities due to its planned location. Looking at the project rendering it appears to be at road level. The proposed location is bedrock, filled with serpentine; to get it to ground level will require blasting and the spread of the carcinogenic serpentine – a definite health hazard. In the past the project intends to have gas pumps, car wash, fast food restaurant, a sit down restaurant – the proposed septic system is not large enough to handle all of the waste. The developer said it would be linked to the Cool septic system which does not exist so how can that happen. The holding pond for water run off is supposed to be uphill from the station – how will that work without pumping it uphill? The gas and oil run off will go eventually go into the creeks and American River. The height of the canopy for the gas pumps will be quite high thus polluting the dark sky which is a real draw for this community. Traffic congestion at the intersection will be a real problem for cars and pedestrians. . The speed limit on Hwy 193 is 55 mph. There is a pedestrian walkway along 193 which will be impacted as vehicles cross it to get into the station. Vehicles will be crossing over 193 to go into town from the current shopping center; if there is another driveway along 193 close to the intersection that will create a dangerous situation. On Hwy 49 another driveway in the short distance between the intersection and the post office/Dollar General restaurant driveway will contribute to a hazardous situation.

Also I want to know where the tax money generated by this project will be allocated. To the Cool-Pilot Hill area for road maintenance, fire mitigation, schools?

Most of the people I have talked with would welcome another gas station in town but at a better different location. The health issues from serpentine being disturbed, traffic congestion, and contamination of the local streams and eventually the American River need to be considered in great detail before approval of this project in its current rendition.

Nanette Franceschini
3031 Sweetwater Trail
Cool, CA 95614
510-299-7568 GoingDogs2@gmail.com



January 29, 2026

Cool Commercial Notification Map PC 02-26-26 (1,000 feet)

Search Results: Parcels

Override 1

County Outline

Highway Labels

Highways

Major Roads

Major Roads

Minor Roads

Disclaimer: Parcel boundaries in this map are illustrative only and not considered the legal boundary.

N W E S

0 225 450 675 900 Feet

505

NOTICE OF PUBLIC HEARING

PROJECT: DESIGN REVIEW PERMIT DR22-0007/Cool Station Automobile-Based Commercial Project submitted by Melvin Higginbotham, Architect

REQUEST: Design Review Permit for proposed two-phase construction to include a convenience store and fuel canopy as Phase One; and a drive-thru quick serve restaurant with carwash for Phase Two. [A Mitigated Negative Declaration determination based on an Initial Study prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines]

LOCATION: The property, identified by Assessor's Parcel Numbers 071-080-007 & 071-500-036, consisting of 5.2 acres is located on the northeast corner of the intersection of State Highway 49 and State Highway 193, within the Cool Rural Center, in the Cool area. Supervisor District 4.

COUNTY PLANNER: Lela Shelley. Email: Lela.Shelley@edcgov.us

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 13, 2026

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to:

County of El Dorado Planning and Building Department
2850 Fairlane Court,
Placerville, CA 95667
or via e-mail: **planning@edcgov.us**

County of El Dorado
Planning and Building Department (Planning)
2850 Fairlane Court, Building C
Placerville, CA 95667

NOTICE OF PUBLIC HEARING

County of El Dorado Planning Commission

Building C Hearing Room
2850 Fairlane Court,
Placerville, CA 95667

February 26, 2026 at 8:30 AM

Send Comments to:
PLANNING@EDCGOV.US

Meeting Agenda and Staff Reports Available:
https://eldorado.legistar.com/calendar.aspx

Project Information Available:
https://edc-trk.aspgov.com/etrakit/
Login or create an E-Trakit account

EL DORADO COUNTY
PLANNING DIVISION
https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division

NOTICE OF PUBLIC HEARING

The **County of El Dorado Planning Commission** will hold a public hearing in the Planning Commission Hearing Room, 2850 Fairlane Court, Placerville, CA 95667 on **February 26, 2026,** at **8:30 a.m.**, to consider the following: **DESIGN REVIEW PERMIT DR22-0007/Cool Station Automobile-Based Commercial Project** submitted by Melvin Higginbotham, request for a proposed two-phase construction to include a convenience store and fuel canopy as Phase One; and a drive-thru quick serve restaurant with carwash for Phase Two. The property, identified by Assessor's Parcel Numbers 071-080-007 & 071-500-036, consisting of 5.2 acres, is located on the northeast corner of the intersection of State Highway 49 and State Highway 193, within the Cool Rural Center, in the Cool area, Supervisorial District 4. (County Planner: Lela Shelley, email: Lela.Shelley@edcgov.us) (Environmental Document: A Mitigated Negative Declaration determination based on an Initial Study prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines)

Agenda and Staff Reports are available two weeks prior at https://eldorado.legistar.com/Calendar.aspx

Project Information is available online at https://edc-trk.aspgov.com/etrakit/. To view attachments, please login or create an E-Trakit account and search for the project name or application file number in the search box.

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to the County of El Dorado Planning and Building Department, 2850 Fairlane Court, Placerville, CA 95667 or via e-mail: **PLANNING@EDCGOV.US**

Please send written comments by 2:00 p.m. the day prior to the meeting. Comments received after the deadline may not be delivered to the Commission before it takes action.

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 13, 2026

Mountain Democrat

PROOF OF PUBLICATION
(2015.5. C.C.P.)

STATE OF CALIFORNIA
County of El Dorado

I am a citizen of the United States and a resident of the County aforesaid; I'm over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am principal clerk of the printer at the Mountain Democrat, 2889 Ray Lawyer Drive, a newspaper of general circulation, printed and published Wednesday and Friday, in the City of Placerville, County of El Dorado, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court to the County of El Dorado, State of California, under the date of March 7, 1952, Case Number 7258; that the notice, of which the annexed is a printed copy (set in type no smaller than non-pareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-with:

2/13

ALL IN THE YEAR 2026

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Placerville, California, this 13th day of FEBRUARY, 2026

Allison Rains

Signature

Allison Rains
Legals Clerk

Proof of Publication
NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING

The County of El Dorado Planning Commission will hold a public hearing in the Planning Commission Hearing Room, 2850 Fairlane Court, Placerville, CA 95667 on February 26, 2026, at 8:30 a.m., to consider the following: DESIGN REVIEW PERMIT DR22-0007/ Cool Station Automobile-Based Commercial Project submitted by Melvin Higginbotham, request for a proposed two-phase construction to include a convenience store and fuel canopy as Phase One; and a drive-thru quick serve restaurant with carwash for Phase Two. The property, identified by Assessor's Parcel Numbers 071-080-007 & 071-500-036, consisting of 5.2 acres, is located on the northeast corner of the intersection of State Highway 49 and State Highway 193, within the Cool Rural Center, in the Cool area, Supervisorial District 4. (County Planner: Lela Shelley, email: Lela.Shelley@edcgov.us) (Environmental Document: A Mitigated Negative Declaration determination based on an Initial Study prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines)

Agenda and Staff Reports are available two weeks prior at https://eldorado.legistar.com/Calendar.aspx

Project Information is available online at https://edc-trk.aspgov.com/etrakit/. To view attachments, please login or create an E-Trakit account and search for the project name or application file number in the search box.

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to the County of El Dorado Planning and Building Department, 2850 Fairlane Court, Placerville, CA 95667 or via e-mail: PLANNING@EDCGOV.US

Please send written comments by 2:00 p.m. the day prior to the meeting. Comments received after the deadline may not be delivered to the Commission before it takes action.

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 13, 2026
2/13 **15724**

Planning Commission Hearing

DR22-0007 Cool Station Automobile-Based Commercial Project

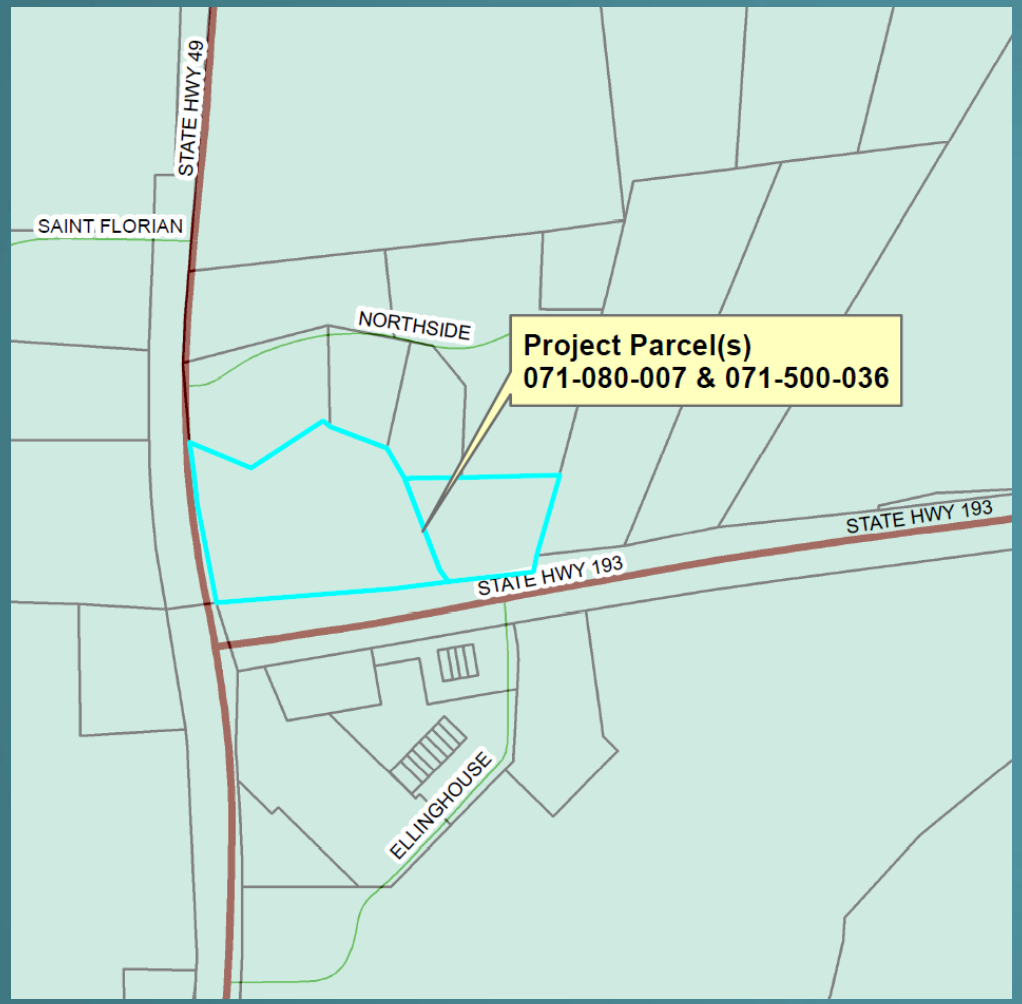
FEBRUARY 26, 2026

PLANNING AND BUILDING DEPARTMENT - PLANNING DIVISION

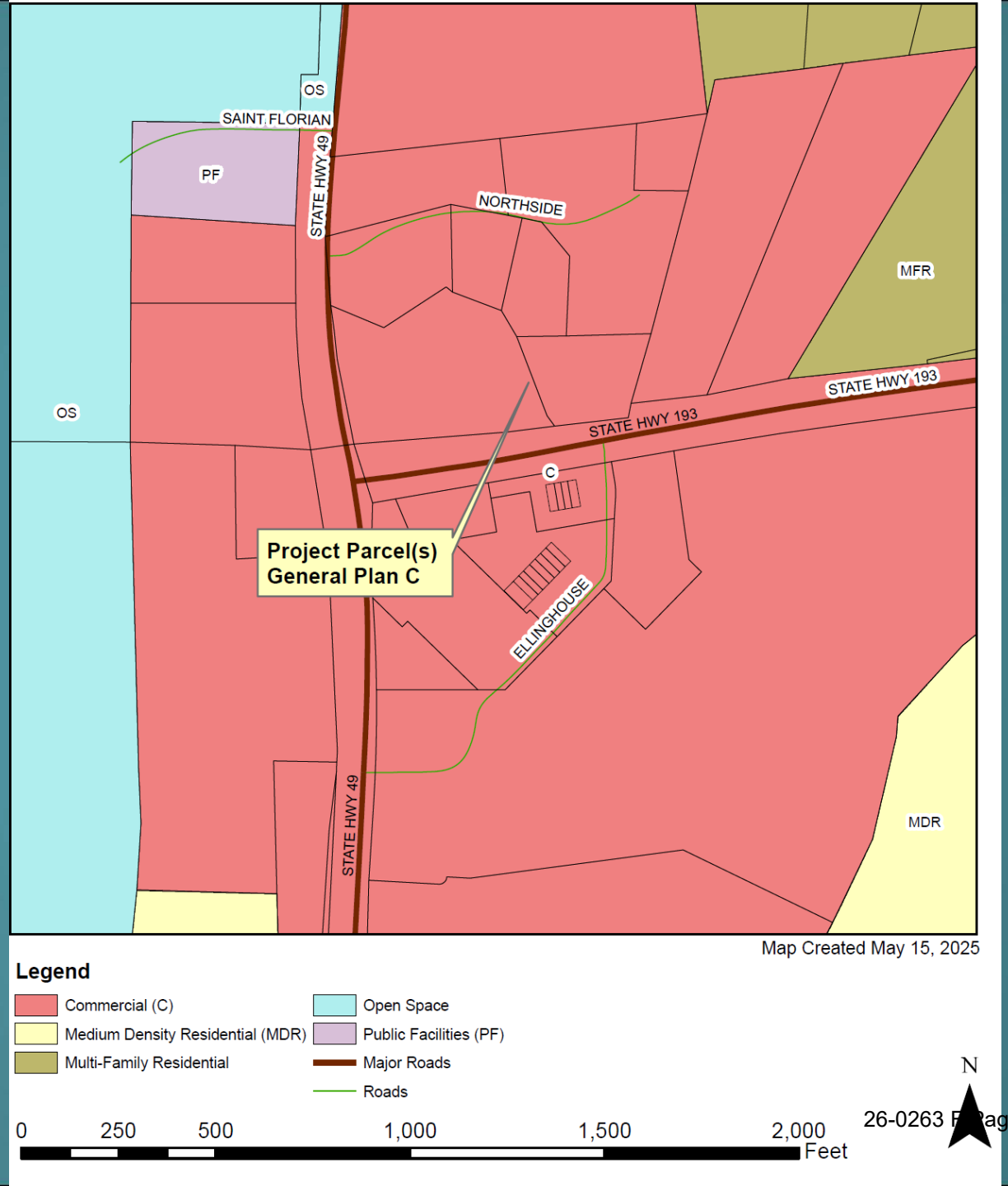
Project Description

Design Review Permit for proposed two-phase construction to include a convenience store and fuel canopy as Phase One; and a drive-thru quick serve restaurant with carwash for Phase Two.

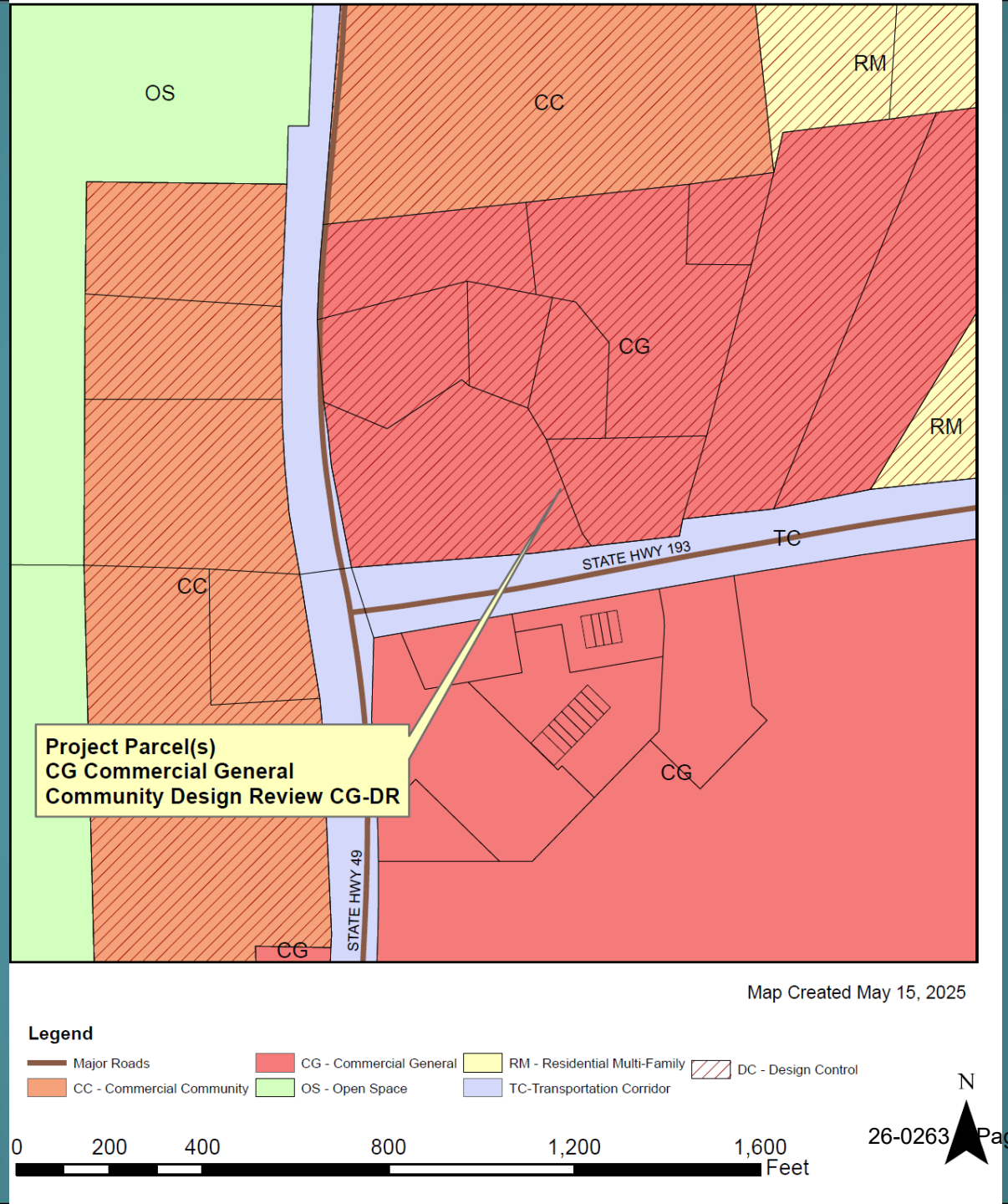
Project Vicinity Map



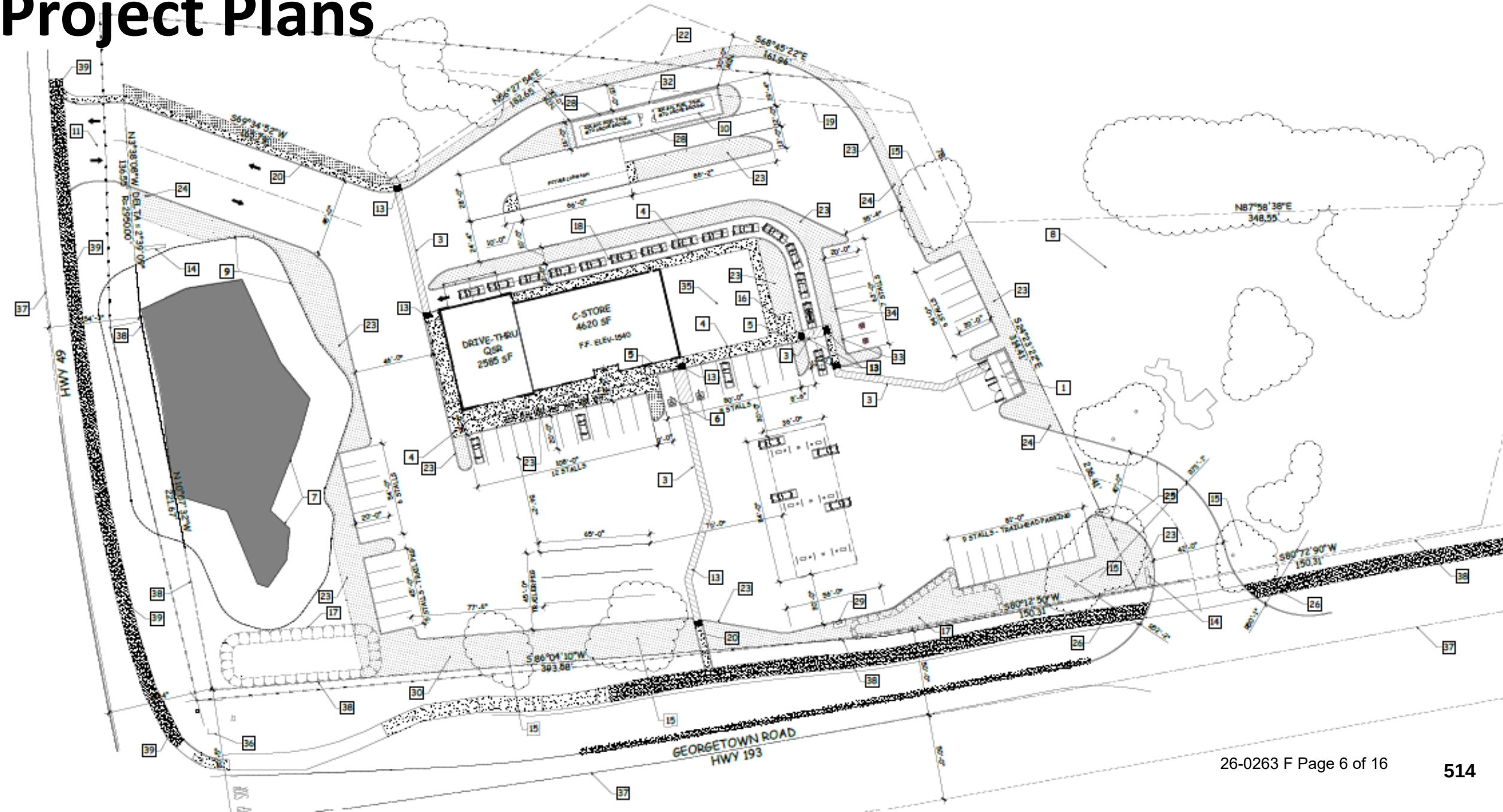
General Plan Land Use Map



Zoning Map


OS
CC
RM
CG
RM
STATE HWY 193
TC
CC
Project Parcel(s)
CG Commercial General
Community Design Review CG-DR
CG
STATE HWY 49
CG
Map Created May 15, 2025
Legend
Major Roads
CG - Commercial General
RM - Residential Multi-Family
DC - Design Control
CC - Commercial Community
OS - Open Space
TC-Transportation Corridor
N
0
200
400
800
1,200
1,600
Feet

Project Plans



Exterior Elevations

1 SOUTH EXTERIOR ELEVATION
/8"=1'-0" NOTE:

1 EAST EXTERIOR ELEVATION
/8"=1'-0" NOTE:

1 WEST EXTERIOR ELEVATION
1/8"=1'-0" NOTE:

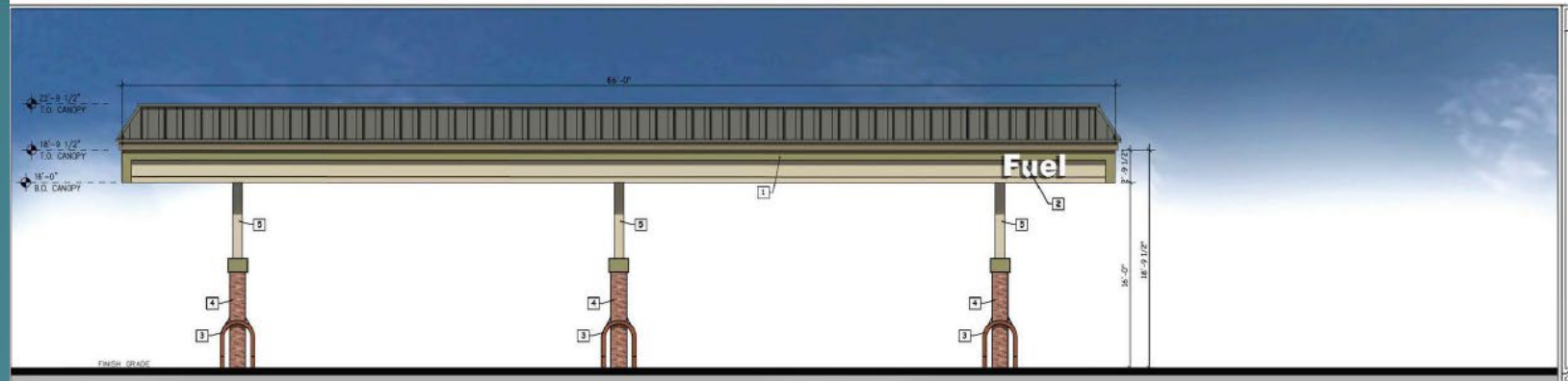
Exterior Elevations

1 SOUTH EXTERIOR ELEVATION
1'-0" NOTE:

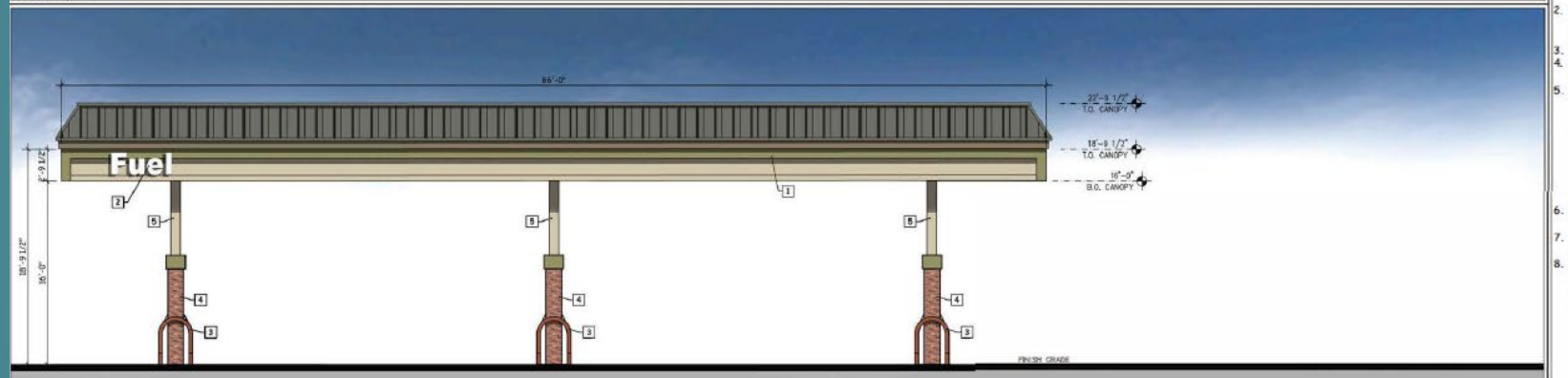
1 EAST EXTERIOR ELEVATION
1'-0" NOTE:

1 WEST EXTERIOR ELEVATION
1/8"=1'-0" NOTE:

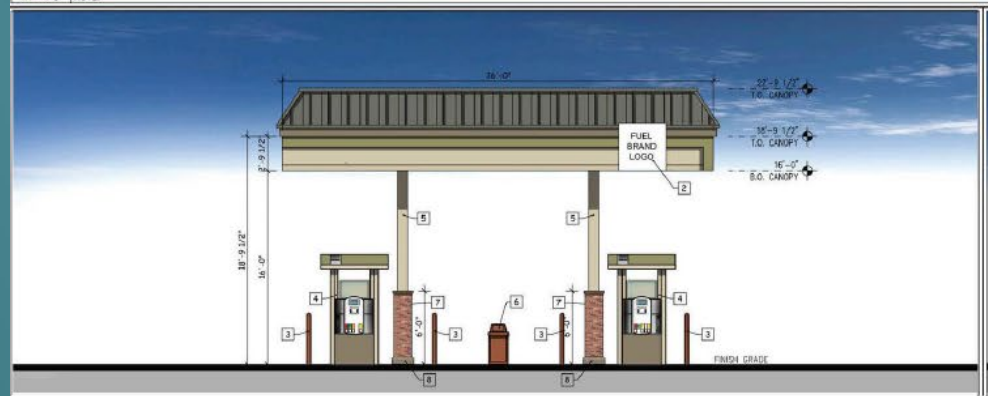
Exterior Elevations



1 FUEL CANOPY ELEVATION: FRONT (EAST)
1/4" = 1'-0" NOTE:



2 FUEL CANOPY ELEVATION: REAR (WEST)
1/4" = 1'-0" NOTE:



3 FUEL CANOPY ELEVATION: LEFT (SOUTH)
1/4" = 1'-0" NOTE:

4 FUEL CANOPY ELEVATION: REAR (NORTH)
1/4" = 1'-0" NOTE:

FINISH SCHEDULE

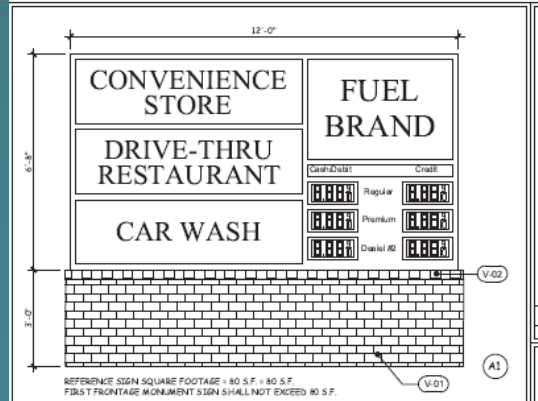
KEYNOTES

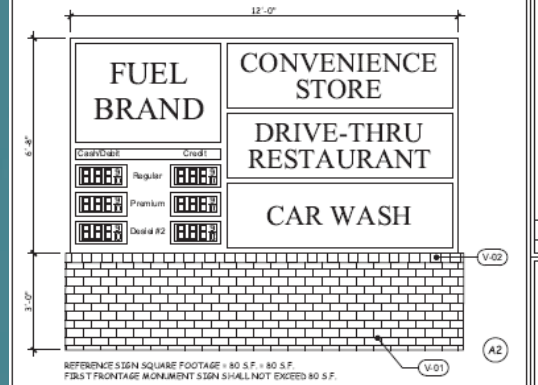
1. FUEL CANOPY; REFER TO DESIGN BY CANOPY CONTRACTOR; ALL STORMWATER RUNOFF FROM CANOPY ROOF MUST BE FILTERED BY AN APPROVED FILTRATION SYSTEM PRIOR TO DELIVERY INTO THE STORM WATER SYSTEM;
2. SIGN SHOWN FOR REFERENCE ONLY; ALL SIGNAGE DESIGN AND INSTALLATION SHALL BE BY OTHER UNDER SEPARATE PERMIT
3. 4" DIAMETER STEEL BOLLARD.
4. FUEL DISPENSER; REFER TO FUEL DESIGN SPECIFICATIONS;
5. STRUCTURAL CANOPY COLUMN, REFER TO DESIGN BY CANOPY CONTRACTOR FOR SPECIFICATIONS AND DETAILS; CANOPY FOOTINGS SHALL BE DESIGNED BY CANOPY CONTRACTOR AND INSTALLED BY FUEL SYSTEMS CONTRACTOR; PAINT COLUMN TO MATCH PRIMARY BODY COLOR OF THE C-STORE BUILDING; ALL EFFORTS SHALL BE COORDINATED BY GC;
6. GARBAGE RECEPTACLE; PROVIDED AND INSTALLED BY GC;
7. 18" SQ X 6' HIGH STONE VENEER W/ STONE CAP; REFER TO FINISH SCHEDULE
8. 6" HIGH CONCRETE COLUMN BASE TO EXTEND 2" BEYOND STONE VENEER W/ CHAMFERED TOP EDGE FOR DRAINAGE STARTING A FACE OF STONE VENEER

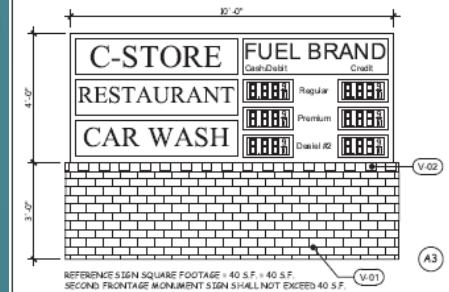
Architectural Renderings

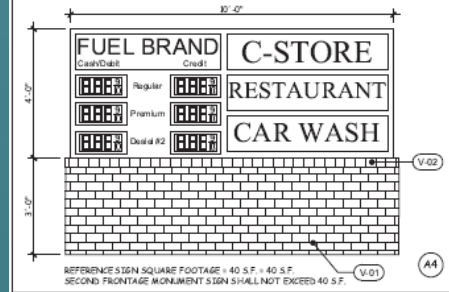
Architectural Renderings

Proposed Signage



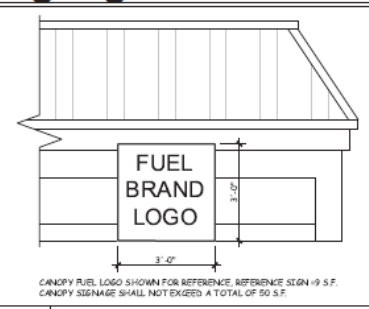




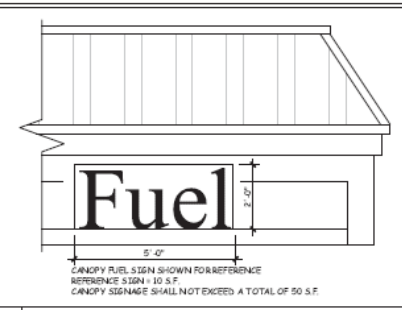


A | MONUMENT SIGN EXHIBIT

B | CONVENIENCE STORE WALL SIGN
N.T.S. | NOTE: SIGNS UNDER SEPARATE PERMIT



D1 | FUEL CANOPY SIGN LOGO (X2)
N.T.S. | NOTE: SIGNS UNDER SEPARATE PERMIT



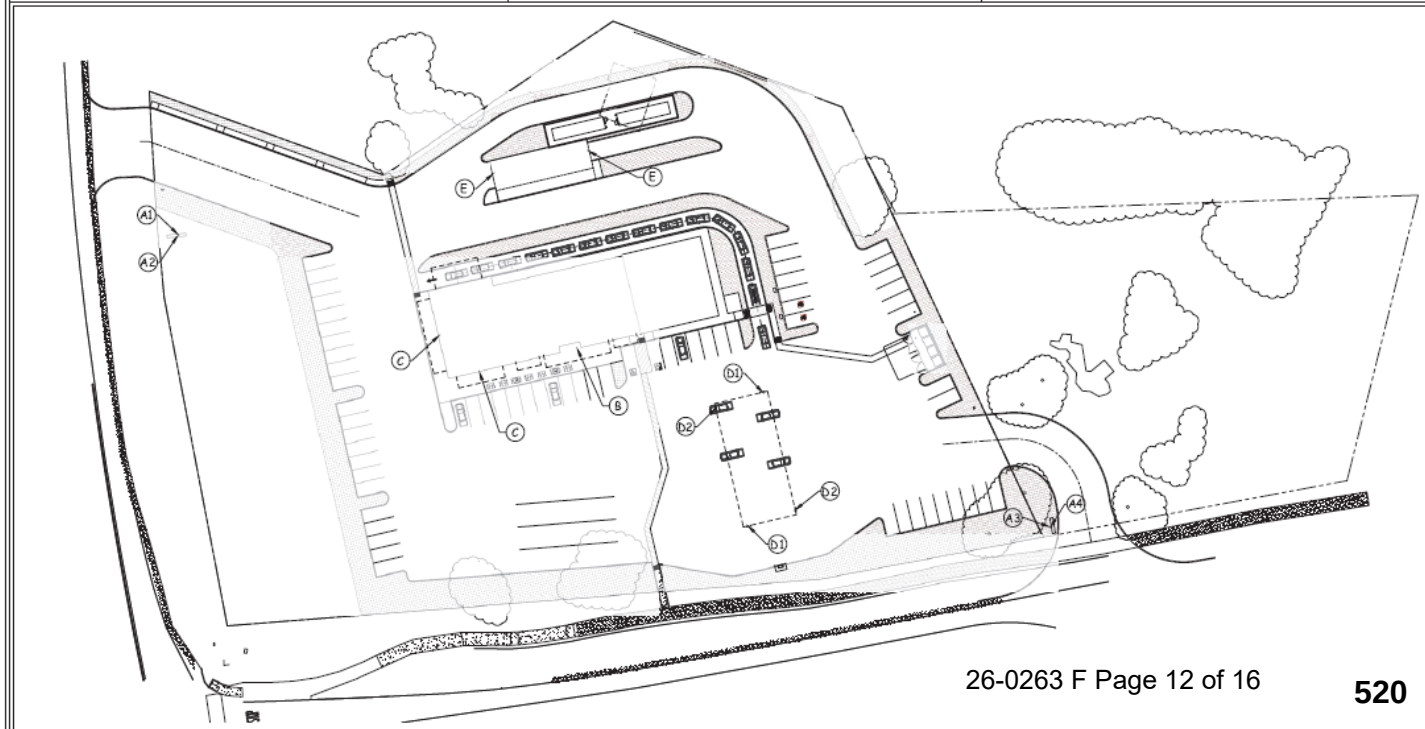
D2 | FUEL CANOPY SIGN (X2)
N.T.S. | NOTE: SIGNS UNDER SEPARATE PERMIT

C | RIVE-THRU RESTAURANT SIGN (X2)
N.T.S. | NOTE: SIGNS UNDER SEPARATE PERMIT

E | CARWASH SIGN (X2)
N.T.S. | NOTE: SIGNS UNDER SEPARATE PERMIT

GENERAL NOTES

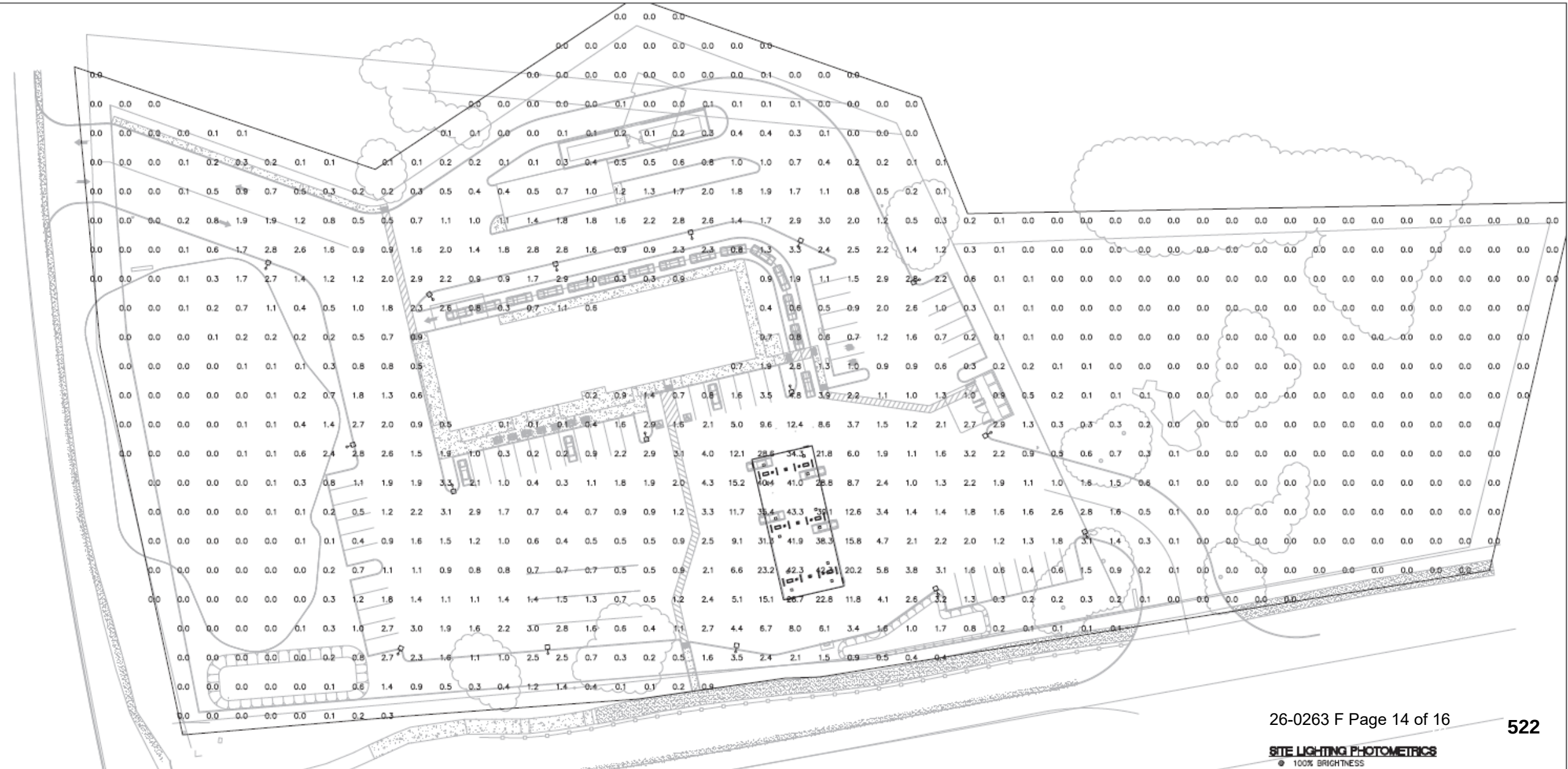
A. SIGN SHOWN FOR REFERENCE, SIGNS SHALL BE UNDER SEPARATE PERMIT.
B. SIGNS SHALL CONFORM TO EL DORADO COUNTY CODE OF ORDINANCES SECTION 130.36, SIGNS
C. SIGNS SHALL NOT EXCEED 50 S.F. PER ESTABLISHMENT IN CL DISTRICT.
D. EXTERNAL LIGHT SOURCES SHALL BE DIRECTED TOWARD THE SIGN AND FULLY SHIELDED TO LIMIT DIRECT ILLUMINATION OF ANY OBJECT OTHER THAN THE SIGN.
E. WALL SIGNS SHALL NOT PROJECT MORE THAN 12 INCHES FROM THE STRUCTURE' S FAÇADE.
F. WALL SIGN RACEWAYS SHALL BE CONCEALED FROM PUBLIC VIEW (E.G., WITHIN THE STRUCTURE'S WALL OR OTHERWISE INTEGRATED WITH THE DESIGN OF THE SIGN AND STRUCTURE) SO AS TO NOT DETRACT FROM THE ARCHITECTURAL CHARACTER OF THE STRUCTURE.
G. FREE STANDING SIGNS:
  Ga. ALL FREESTANDING SIGNS THAT INCORPORATE LIGHTING SHALL HAVE UNDERGROUND UTILITY SERVICE.
  Gb. 1 MULTI-TENANT SIGN PER PUBLIC STREET FRONTAGE AS FOLLOWS:
    Gb.a. FIRST STREET FRONTAGE : 80 SF MAX AREA, 20 FT MAX HEIGHT
    Gb.b. OTHER STREET FRONTAGE(S) : 40 SF MAX AREA, 10 FT HEIGHT LIMIT



1 | SIGN LEGEND

Preliminary Landscape Plan

Photometric Site Plan



SITE LIGHTING PHOTOMETRICS
@ 100% BRIGHTNESS

Environmental Review

In accordance with the CEQA, staff has prepared an Initial Study analyzing the potential environmental effects resulting from implementation of the project (Exhibit M). Based on the Initial Study, a Mitigated Negative Declaration has been prepared with five (5) mitigation measures (MM 3.4-1, MM 3.4-2, MM 3.5-1, MM 3.18-1, and MM 3.18-2), for potential impacts to Biological Resources, which would lessen the potential impacts to less than significant. A MMRP incorporates these measures (Exhibit N), and public comments were received and considered (Exhibit O).

Staff Recommendation

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

1. Adopt the Mitigated Negative Declaration based on the Initial Study prepared by staff, subject to CEQA findings;

2. Adopt the Mitigation Monitoring and Reporting Program (MMRP) in accordance with CEQA Guidelines Section 15074(d), incorporated as Conditions of Approval; and

3. Approve Design Review DR22-0007, based on the Findings and subject to the Conditions of Approval as presented.

County of El Dorado

330 Fair Lane, Building A
Placerville, California
530 621-5390
FAX 622-3645
www.edcgov.us/bos/

Master Report

File Number: 26-0265

***File ID #:**	26-0265	**Agenda Type:** Agenda Item	**Status:** Agenda Item
Version:	1	**Reference:**	**Gov Body:** Planning Commission
Department:	Planning and Building		**Created:** 01/27/2026
Agenda Title:	02-26-26 PC Gate Appeal		**Final Action:**

Title: Hearing to consider an appeal received from Kirk Brelsford appealing the approval of Administrative Permit ADM25-0026. The property, identified by Assessor's Parcel Number 071-100-007, consisting of 2 acres, is located at 3060 Triple Seven Road, in the Rural Center of the Cool area, approximately 227 feet southeast of the intersection with Georgetown Road.

Staff recommends the Planning Commission deny the appeal and uphold the approval of Administrative Permit ADM25-0026, based on the Findings and subject to the Compliance Standards as approved by the Planning and Building Department Director.

(Supervisorial District 4)

Notes:			
Code Sections:		**Agenda Date:**	02/26/2026
		Agenda Number:	5.
Sponsors:		::	
Attachments:	A - Appeal Packet, B - Staff Memo, C - Staff Memo Exhibits A-E, D - Public Noticing	::	
::		::	
Contact:	Spencer McKenna	::	

History of Legislative File

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:

Text of Legislative File 26-0265

Hearing to consider an appeal received from Kirk Brelsford appealing the approval of Administrative Permit ADM25-0026. The property, identified by Assessor's Parcel Number 071-100-007, consisting of 2 acres, is located at 3060 Triple Seven Road, in the Rural Center of the Cool area, approximately 227 feet southeast of the intersection with Georgetown Road.

Staff recommends the Planning Commission deny the appeal and uphold the approval of Administrative Permit ADM25-0026, based on the Findings and subject to the Compliance Standards as approved by the Planning and Building Department Director.

(Supervisorial District 4)

DISCUSSION / BACKGROUND

Request to consider an appeal received from Kirk Brelsford appealing the approval of Administrative Permit ADM25-0026. The property, identified by Assessor's Parcel Number 071-100-007, consisting of 2 acres, is located at 3060 Triple Seven Road, in the Rural Center of the Cool area, approximately 227 feet southeast of the intersection with Georgetown Road, Supervisorial District 4. (Administrative Permits are a ministerial project and are statutorily exempt from the California Environmental Quality Act (CEQA) per Section 15268 of the CEQA Guidelines.)

A Staff Report is attached.

CONTACT

Spencer McKenna
Planning and Building Department, Planning Division

ATT Spencer

File Number: ADM-A25-0003 Receipt No.: G31867

Date Received: 12/11/25 Amount: $494.00

APPEAL FORM

(For more information, see Section 130.52.090 of the Zoning Ordinance)

Appeals must be submitted to the Planning Department with appropriate appeal fee. Please see fee schedule or contact the Planning Department for appeal fee information.

APPELLANT Kirk Brelford

ADDRESS 3100 Triple Seven Rd Cool, Ca 95614

DAYTIME TELEPHONE 530-887-8782

A letter from the Appellant authorizing the Agent to act in his/her behalf must be submitted with this appeal.

AGENT Attorney Nathaniel Wilson

ADDRESS 3080 Cedar Ravine Rd. Placerville Ca. 95667

DAYTIME TELEPHONE

APPEAL BEING MADE TO: Board of Supervisors Planning Commission

ACTION BEING APPEALED (Please specify the action being appealed, i.e., approval of an application, denial of an application, conditions of approval, etc., and specific reasons for appeal. If appealing conditions of approval, please attach copy of conditions and specify appeal.)

Solar Power Gate across my Non exclusive easement to my 26 acred property.

RECEIVED

DEC 11 2025

EL DORADO COUNTY
PLANNING AND BUILDING DEPARTMENT

DATE OF ACTION BEING APPEALED

Kirk Brelford
Signature

December 10, 2025
Date

Cash Register Receipt
County of El Dorado

Receipt Number
E31867

DESCRIPTION	ACCOUNT	QTY	PAID
ProjectTRAK			**$494.00**
ADM-A25-0003 Address: 3060 TRIPLE SEVEN RD APN: 071100007			**$494.00**
APPEALS FEES			$494.00
ALL APPEALS	3720200 0240	0	$494.00
TOTAL FEES PAID BY RECEIPT: E31867			**$494.00**

RECEIVED
DEC 11 2025
EL DORADO COUNTY
PLANNING AND BUILDING DEPARTMENT

DEC 11 2025
EL DORADO COUNTY
PLANNING AND BUILDING DEPARTMENT

Date Paid: Thursday, December 11, 2025
Paid By: kirk brelsford
Cashier: EPRS
Pay Method: ONLINE CREDIT 10634874781

You can check status of your Permit/Project/Case using e-TRAKiT at https://edc-trk.aspgov.com/etrakit/ or using the above QR code. You must create an account to see reviews and inspections.

Your local Fire District may have its' own series of inspection requirements for your permit/project. Please contact them for further information. Fire District inspections (where required) must be approved prior to calling for a frame and final inspection through the building department.
Printed: Thursday, December 11, 2025 10:15 AM

SUPERION

PLANNING AND BUILDING DEPARTMENT
PLANNING DIVISION

Placerville Office: 2850 Fairlane Court, Placerville, CA 95667
South Lake Tahoe Office: 924 B Emerald Bay Road, South Lake Tahoe, CA 96150
https://www.eldoradocounty.ca.gov/Home

Placerville Office:	Placerville Office:	Placerville Office:	South Lake Tahoe Office:
Building:	**Planning:**	**Code Enforcement:**	**All Services:**
(530) 621-5315	**(530) 621-5355**	**(530) 621-5999**	**(530) 573-3330**
bldgdept@edcgov.us	planning@edcgov.us	cdacode.enforcement@edcgov.us	plan-buildSLT@edcgov.us

Date: December 29, 2025 Agenda of: February 26, 2026

To: Planning Commission

From: Spencer McKenna, Assistant Planner

Subject: ADM-A25-0003/Appeal of Administrative Permit ADM25-0026/3060 Triple Seven Road Gate

---

Recommendation

Based on the analysis of Administrative Permit ADM25-0026/3060 Triple Seven Road Gate, staff recommends the Planning Commission deny the appeal and uphold the approval of Administrative Permit ADM25-0026, based on the Findings and subject to the Compliance Standards as approved by the Planning and Building Department Director (Director) (Exhibit E).

Alternative Action

Grant the appeal by Kirk Brelsford (ADM-A25-0003), thereby denying Administrative Permit ADM25-0026, and instruct staff to return with Findings for Denial.

Background

Administrative Permit ADM25-0026 approved an electric gate across a 60-foot non-exclusive road and public utilities easement. The gate spans Triple Seven Road (Exhibit B), a non-County maintained road, where two (2) or more residential lots are granted rights of access. This gate will grant five (5) properties access, including the applicant's and appellant's properties. The other three (3) properties are currently vacant. Previously, a Code Enforcement case (CE24-0513) was opened for an unpermitted gate across the road easement. The applicant removed the gate, correcting the Code Enforcement case. The applicant then applied for this Administrative Permit (ADM25-0026) to establish a gate across the road easement. Approval of the Administrative Permit would allow construction of the gate as proposed in the site plan (Exhibit B). Denial of the Administrative Permit would not allow the construction of the gate across a non-County maintained road.

Both the El Dorado County Fire Protection District (Fire District) and the El Dorado County Department of Transportation (DOT) reviewed ADM25-0026. The Fire District approved the gate with Conditions of Approval applied, and DOT takes no exception. Compliance Standards are incorporated within the Approval Letter (Exhibit E).

A court order to install a separate gate at a separate location on the property was issued in 1983, but the gate was removed by Pacific Gas & Electric (PG&E) for electric pole access. All business regarding this gate is a civil issue between the applicant and PG&E.

The project is located at Assessor's Parcel Number (APN) 071-100-007, a two-acre property zoned Single-Family Residential Two-Acre (R2A), located at 3060 Triple Seven Road, in the Rural Center of the Cool area, approximately 227 feet southeast of the intersection with Georgetown Road, Supervisorial District 4.

Section 130.51.050.1 (Public Notice Requirements and Procedures – Administrative Projects) of the El Dorado County Zoning Ordinance does not require notification for Administrative Permits for Gates; however, Planning Division staff determined that the proposed project is similar to the Administrative Permit requirements for Fences, Walls and Retaining Walls. Therefore, the 500-foot notification requirements for Administrative Permits for Fences, Walls and Retaining Walls were utilized for this project. Pursuant to Section 130.51.050.1 of the El Dorado County Zoning Ordinance, Administrative Permits are either required to have a 500-foot notification, 100-foot notification, or no notification, based upon Administrative Permit type. The initial Notice of Decision letter, providing notification for the approval of ADM25-0026, was mailed to all property owners within a 500-foot radius on November 25, 2025.

Section 130.30.090.C (Gates – Residential Subdivisions) of the El Dorado County Zoning Ordinance allows gates across non-County maintained road(s) within a residential subdivision consisting of two (2) or more lots with approval of an Administrative Permit when the following criteria are met: 1) the gate will not impede public access to a public resource, such as a public park, or interfere with existing or planned traffic circulation patterns; and 2) the project conforms to the standards of Subsection D (Design Standards for Gated Developments).

Administrative Permits are a ministerial, staff-level review with Director approval and appealable to the Planning Commission. Administrative Permit ADM25-0026 was approved on December 5, 2025. Administrative Permits are a ministerial project and are statutorily exempt from the California Environmental Quality Act (CEQA) per Section 15268 of the CEQA Guidelines. As a ministerial project, only adopted standards may be applied.

Appeals Filed

On December 11, 2025, one (1) appeal was submitted in a timely manner. Appeal ADM-A25-0003 (Attachment A), by Kirk Brelsford, was submitted appealing the Director's approval of Administrative Permit ADM25-0026/3060 Triple Seven Road Gate. As stated in Appeal ADM-A25-0003, the appellant is appealing the project due to concerns over adequate access to his property.

Staff Response

Below is a summary of staff's response to the concerns stated in the submitted appeal.

Resident Access

The appellant states that the gate will impede access to his property.

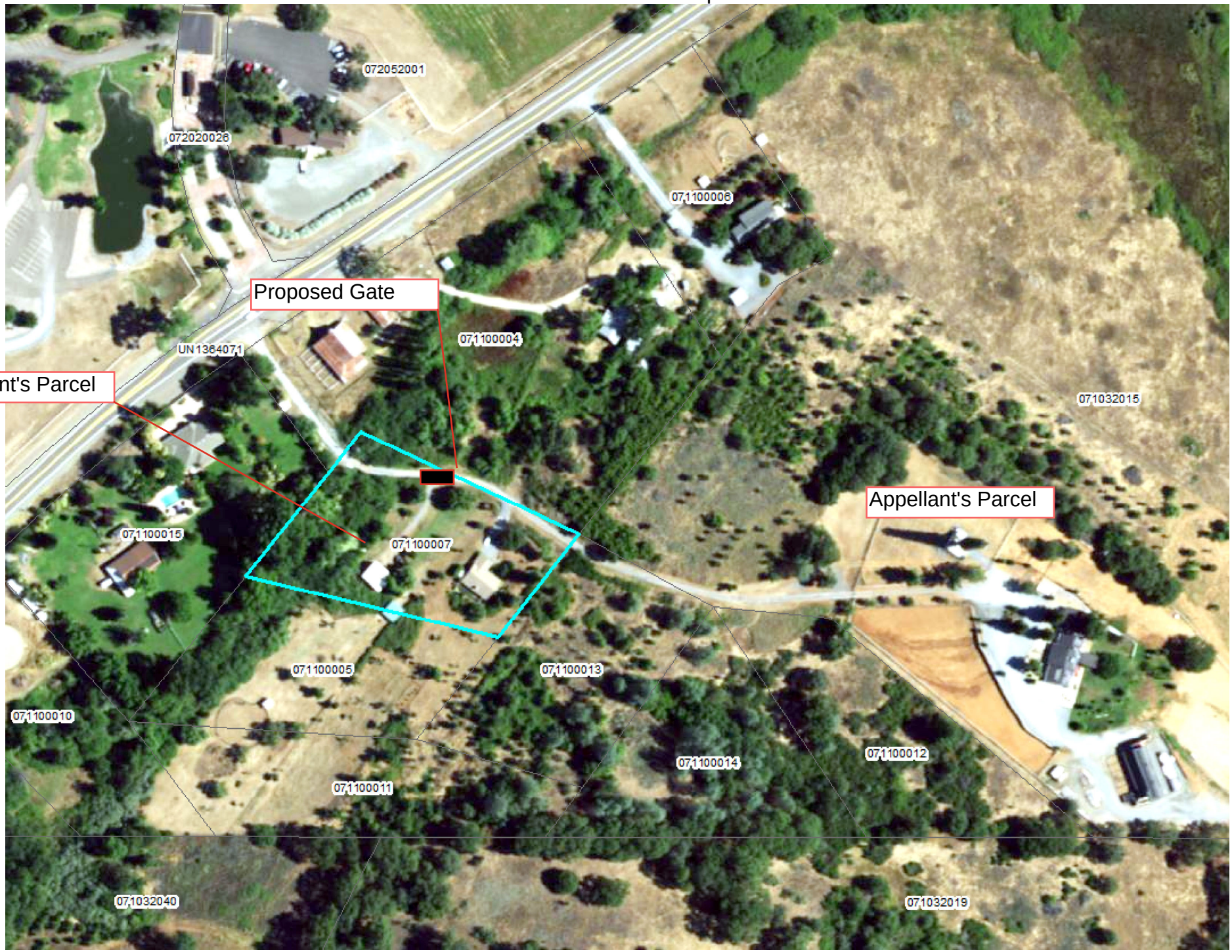
> *Staff Response:* The proposed gate includes a vehicle entrance, along with a pedestrian entrance. The vehicle entrance is 15 feet wide, and two (2) inches thick. The pedestrian entrance is five (5) feet tall and two (2) inches thick. This meets the criteria of Section 130.30.090.D.8. of the El Dorado County Zoning Ordinance requiring one (1) pedestrian access at the gated entrance. Planning Division staff does not regulate federal standards in the American Disabilities Act (ADA).
>
> All property owners behind the gate will be given access to the electronic gate with a code, and it will not impede access to their properties.

SUPPORT INFORMATION

Attachments to Staff Memo

Exhibit A.....Aerial Map
Exhibit B.....Site Plans & Elevations
Exhibit C.....Site Visit Photos
Exhibit D.....Record of Survey
Exhibit E .....Approval Letter

ADM-A25-0003/Appeal of ADM25-0026/3060 Triple Seven Road Gate
Exhibit A - Aerial Map



APN: 041-100-04-100

CALIFORNIA HIGHWAY 128

TRIPLE SEVEN ROAD

P G & E EASEMENT

ROAD EASEMENT

491'66"

329'32"

WOODEN BRIDGE

28'6" IRRIGATION EASEMENT

ELECTRIC GATE
PEDESTRIAN GATE
(PROPOSED)

GRAVEL ROAD

314'8"

IRRIGATION

STORAGE

SINGLE RESIDENCE

DIRT FIRE ROAD

200'

ROAD EASEMENT

397'6"

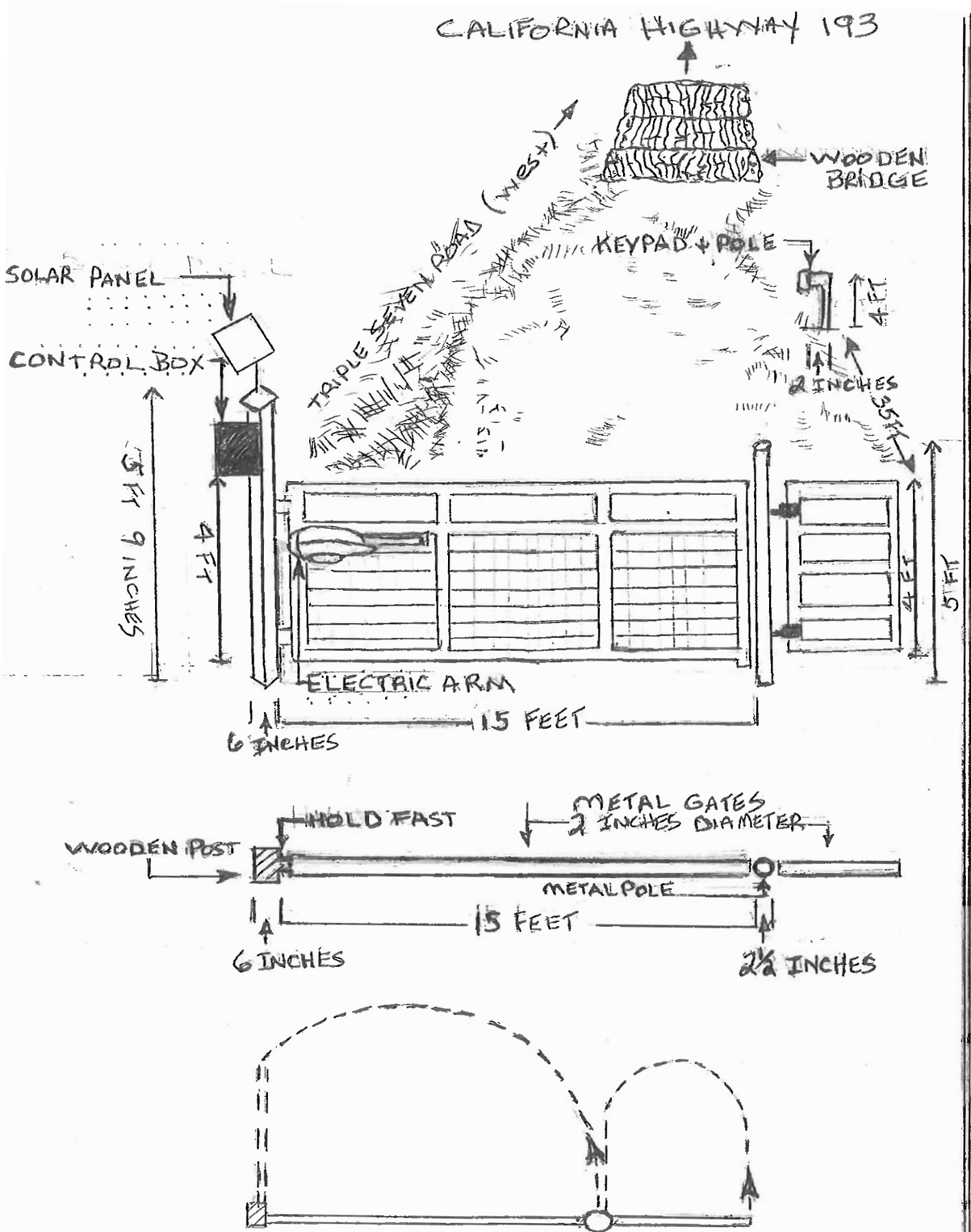
284'85"

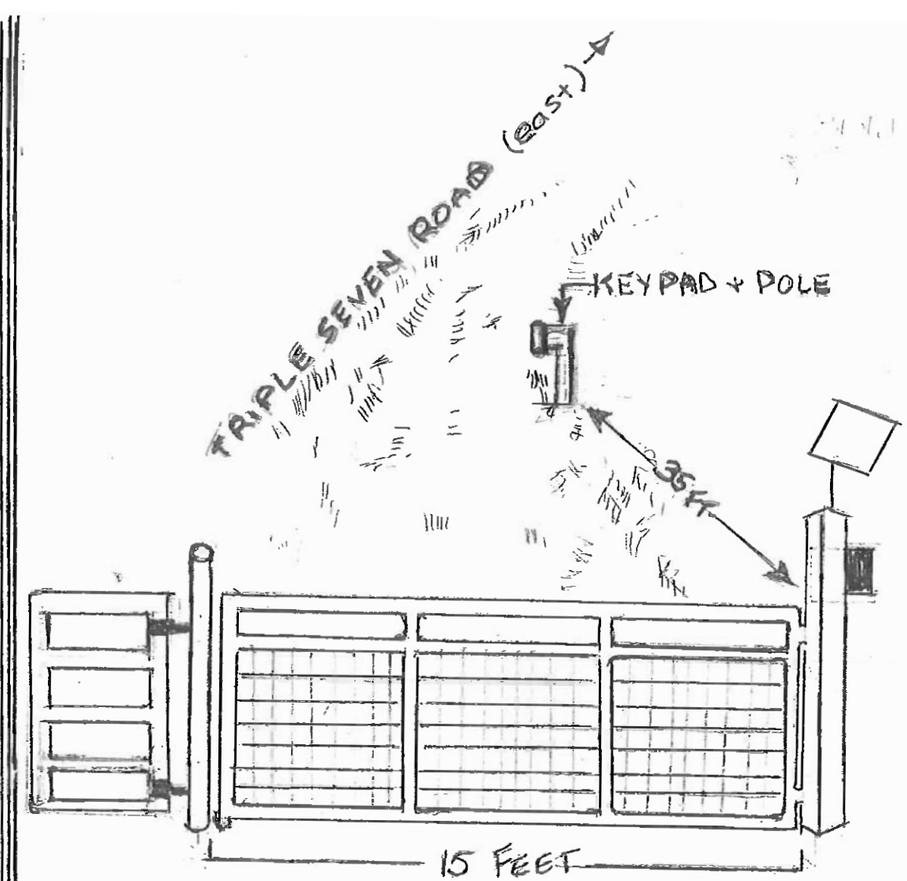
198'94"

340'88"

441'92"

262'59"


CALIFORNIA HIGHWAY 193
WOODEN BRIDGE
TRIPLE SEVEN ROAD (WEST)
KEYPAD + POLE
SOLAR PANEL
CONTROL BOX
4 FT
2 INCHES
35 FT
5 FT 9 INCHES
4 FT
4 FT
5 FT
ELECTRIC ARM
15 FEET
6 INCHES
HOLD FAST
METAL GATES
2 INCHES DIAMETER
WOODEN POST
METAL POLE
15 FEET
6 INCHES
2½ INCHES


TRIPLE SEVEN ROAD (east)
KEYPAD + POLE
35 FT
15 FEET
CALIFORNIA HIGHWAY 193

Dec 11, 2025 at 1:18:47 PM
Cool

Dec 11, 2025 at 1:20:42 PM
Cool

Dec 11, 2025 at 1:18:55 PM
Cool

Dec 11, 2025 at 1:20:14 PM
Cool

Dec 11, 2025 at 1:18:50 PM
Cool

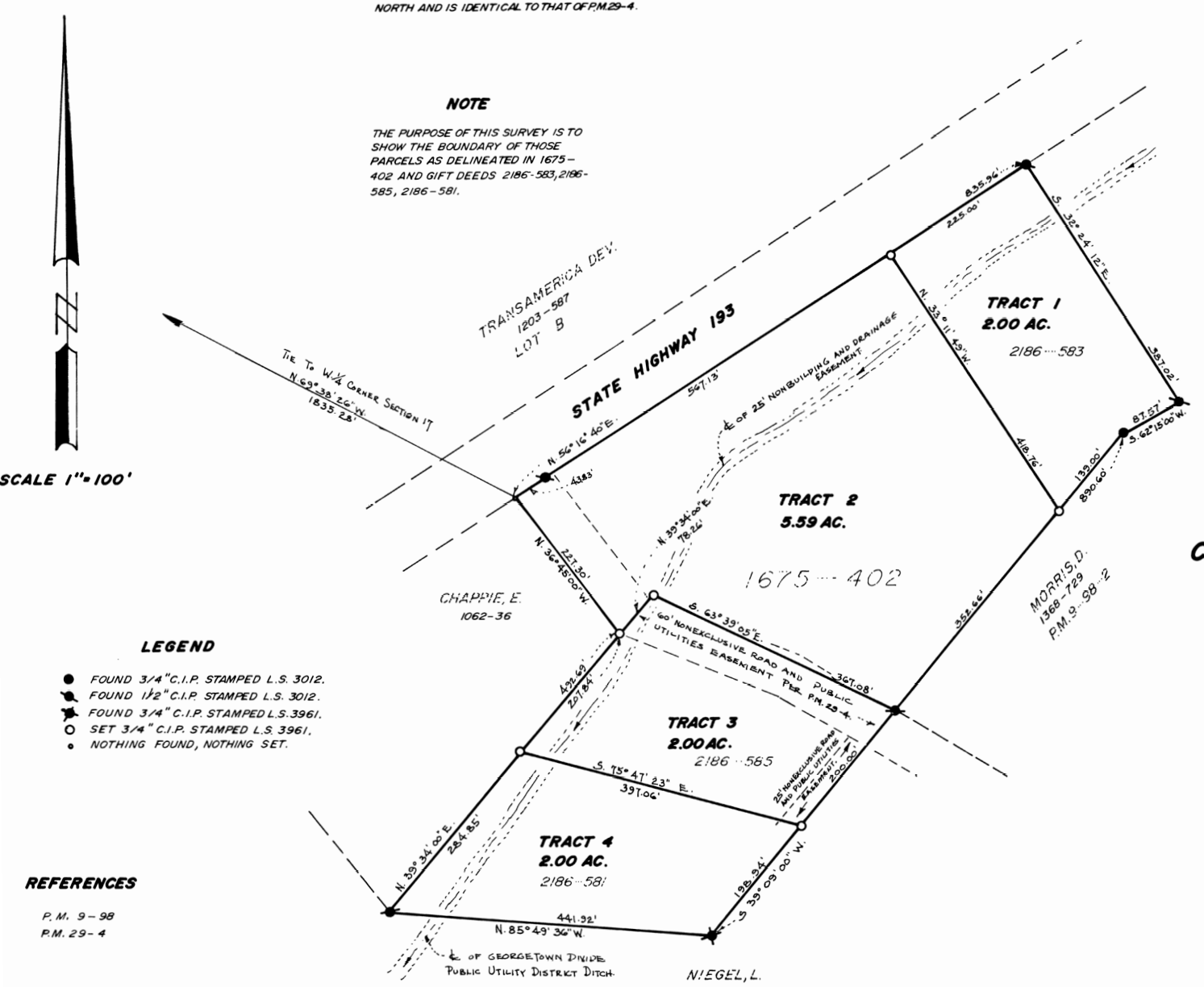
Dec 11, 2025 at 1:21:16 PM
Cool

Dec 11, 2025 at 1:22:16 PM
Cool

RECORD OF SURVEY
PORTION S.1/2 SECTION 17
T. 12 N., R. 9 E., M.D.M.
BEING PARCEL A OF P.M. 29-4
COUNTY OF EL DORADO
STATE OF CALIFORNIA
FEBRUARY 1983

BASIS OF BEARINGS
THE MERIDIAN OF THIS SURVEY IS TRUE NORTH AND IS IDENTICAL TO THAT OF P.M. 29-4.

NOTE
THE PURPOSE OF THIS SURVEY IS TO SHOW THE BOUNDARY OF THOSE PARCELS AS DELINEATED IN 1675-402 AND GIFT DEEDS 2186-583, 2186-585, 2186-581.



LEGEND
- ● FOUND 3/4" C.I.P. STAMPED L.S. 3012.
- ◉ FOUND 1½" C.I.P. STAMPED L.S. 3012.
- ⊗ FOUND 3/4" C.I.P. STAMPED L.S. 3961.
- ○ SET 3/4" C.I.P. STAMPED L.S. 3961.
- ∘ NOTHING FOUND, NOTHING SET.

REFERENCES
P.M. 9-98
P.M. 29-4

EXISTING ASSESSOR'S PARCEL NUMBER 71-10-02.

SURVEYOR'S CERTIFICATE
THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE LAND SURVEYOR'S ACT AT THE REQUEST OF PHILIP J. MATHON.

LICENSED LAND SURVEYOR JAMES R. BATTEN No. 3961 STATE OF CALIFORNIA

James R. Batten
JAMES R. BATTEN L.S. 3961

COUNTY SURVEYOR'S CERTIFICATE
THIS MAP HAS BEEN EXAMINED FOR CONFORMANCE WITH THE REQUIREMENTS OF THE LAND SURVEYOR'S ACT THIS 25TH DAY OF AUGUST, 1983.

LICENSED LAND SURVEYOR JACK V. RYDEN No. 4181 STATE OF CALIFORNIA

Jack V. Ryden
JACK V. RYDEN L.S. 4181
COUNTY SURVEYOR
COUNTY OF EL DORADO

RECORDER'S CERTIFICATE
FILED THIS 25th DAY OF August, 1983 AT 3:08 P.M. IN BOOK 12 OF RECORD OF SURVEYS AT PAGE 20 AT THE REQUEST OF PHILIP J. MATHON.

DOCUMENT NO. 32106

Dorothy Carr
DOROTHY CARR
COUNTY RECORDER
COUNTY OF EL DORADO

BY: Arleta S. Carter
DEPUTY

544

PLANNING AND BUILDING DEPARTMENT
PLANNING DIVISION

2850 Fairlane Court, Placerville, CA 95667
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
Phone: (530) 621-5355 Email: planning@edcgov.us
https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division

December 5, 2025

Ann Gualtieri
3060 Triple Seven Road
Cool, CA 95614

RE: **Request for Administrative Approval -** Administrative Permit **ADM25-0026**
Assessor's Parcel Number **071-100-007-000**

On December 5, 2025, El Dorado County Planning Division completed its review of Administrative Permit Application ADM25-0026 and recommends approval of the proposed project based upon the following Findings for Approval and subject to the Compliance Standards found below:

Background

Administrative Permit, ADM25-0026, requests to permit a gate in the road easement at 3060 Triple Seven Road. The subject parcel is zoned Two-Acre Residential Single-Family (R2A) and is under the General Plan Land Use Designation Medium-Density Residential (MDR). El Dorado County Zoning Ordinance Section 130.30.090.C (Gates, Residential Subdivisions) allows the proposed gate with an approved Administrative Permit when the gate will not impede public access to a public resource, such as a public park, or interfere with existing or planned traffic circulation patterns; and the project conforms to the standards of Subsection D (Design Standards for Gates Developments).

As proposed, the project complies with El Dorado County Zoning Ordinance Section 130.30.090 (Gates) for Residential Subdivision establishment of gates with no deviations that would require a Conditional Use Permit. The gate will not prohibit free access/egress to and from the site for residents, and conforms to the standards of Subsection D. The project meets the required design standards for gated developments and was approved by El Dorado County Department of Transportation (DOT) and El Dorado County Fire Protection District (Fire).

FINDINGS

Based on the review and analysis of this project by staff and affected agencies, and supported by discussion in the staff report and evidence in the record, the following findings can be made:

1.0 CEQA FINDINGS

1.1 Pursuant to CEQA Statues and Guidelines 15268. Ministerial Projects, Ministerial projects are exempt from the requirements of the California Environmental Quality Act (CEQA). Each public agency should, in its implementing regulations or ordinances, provide an identification or itemization of its projects and actions which are deemed ministerial under the applicable law and ordinances.

1.2 Section 130.52.010 of the Zoning Ordinance states, "The issuance of an Administrative Permit shall be a ministerial project pursuant to CEQA".

2.0 GENERAL PLAN CONSISTENCY FINDINGS

2.1 The Administrative Permit for a new residential subdivision gate is consistent with the MDR land use designation and El Dorado County General Plan. The project and required improvements have been designed in conformance with the applicable policies of the General Plan and is hereby consistent with the General Plan.

3.0 ZONING FINDINGS

3.1 **The project is consistent with Section 130.30.090.C.**

El Dorado County Zoning Ordinance Section 130.30.090.C (Residential Subdivisions) allows the proposed gate with an approved Administrative Permit when all the following are met: 1) The gate will not impede public access to a public resource, such as a public park, or interfere with existing or planned traffic circulation patterns; and 2) The project conforms to the standards of Subsection D (Design Standards for Gates Developments).

Rationale: The gate will not prohibit free access/egress to and from the site and will not prevent access for residents, and conforms to the standards of Subsection D.

3.2 **The project is consistent with Section 130.30.090.D.**

130.30.090.D states design standards shall be required in the design of gated developments.

Rationale: As proposed, the project complies with El Dorado County Zoning Ordinance Section 130.30.090.D. Design Standards with no deviations that would require a Conditional Use Permit.

3.3 **The project is consistent with Section 130.52.010.A.2.**

Section 130.52.010.A.2. states an Administrative Permit shall comply with the following standards: a) The structure(s) or use(s) are in compliance with the applicable zone provisions, standards or requirements of this Title, any applicable specific plans, or any other regulations

adopted by the County through ordinance or resolution; and b.) The structure(s) and use(s) are in compliance with requirements and conditions of previously approved entitlements, such as Minor and Conditional Use Permits, or variances, if applicable.

Rationale: As proposed, the project is consistent with Section 130.52.010.A.2. of the El Dorado County Zoning Ordinance with no deviations that would require a Minor and Conditional Use Permit, or variance.

COMPLIANCE STANDARDS

Planning Division

1. This Administrative Permit application is based upon and limited to compliance with the project description, and approved Site Plan. Any deviations from the project description, or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require changes to these approvals, including but not limited to the requirement for a Conditional Use Permit in compliance with Section 130.52.021, further review by all applicable agencies and/or the environmental setting. Failure to comply with the above-described approval will constitute a violation of permit.

   ADM25-0026 authorizes and establishes a gate across a non-county-maintained road at on Triple 7 Road in Cool, California.

2. Design and location of gates shall be consistent with Title 12 (Streets, Sidewalks, and Public Places) of the County Code of Ordinances.

3. Road widths and gate openings shall conform to the minimum requirements of Title 14 Fire Safe Regulations.

4. At least one lane in each direction shall provide a minimum of 14 feet of unobstructed vertical clearance.

5. Gates shall be equipped with an emergency access lock system (approved by the fire department) that shall consist of a padlock in series on manual gates or a key switch on automatic gates. Automatic gates shall also be equipped with a receiver to allow remote activation by emergency vehicles to the satisfaction of the Sheriff's Department and the applicable fire department. Automatic gates shall be equipped with a mechanical release and a loop system to keep the gate open as long as traffic is passing through and shall be designed to remain in the unlocked position during a power failure.

6. Gated entrances shall be designed in compliance with the Design and Improvement Standards Manual (DISM)/Land Development Manual (LDM), or successor document as to approach distance between the gate and the road in order to accommodate vehicular stacking, and between the gated entrance and the gate controller to allow vehicles to turn around within the driveway without backing onto the adjacent road.

7. Where entrance gates will create a dead-end road in excess of 150 feet in length, an area shall be provided along said road to allow fire trucks and equipment to turn around. The gradient of the road shall be level enough to allow for safe parking of the emergency vehicle when it is necessary to exit the vehicle for manual gate activation.

8. "Anti-directional" devices at gated entrances and exits, such as metal spikes that can cause tire damage, are prohibited.

9. A maintenance agreement shall be established and recorded for the gated development. The agreement shall identify, and at all times keep in effect, a legal entity responsible for maintaining the gates and associated features.

El Dorado County Fire Protection District / Diamond Springs-El Dorado Fire Protection District

10. The gate and associated access control features shall be installed in accordance with California Fire Code (CFC) §503.6 and the El Dorado County Regional Fire Protection Standard #B-002 (Automatic & Manual Gates on Fire Access Roadways & Driveways, Rev. 02-21-2019) Compliance with this local standard is a requirement of approval.

11. The gate shall provide a minimum unobstructed clear width of 14 feet and a vertical clearance of not less than 13'6" (thirteen-feet, six-inches) [amended in the 2025 local fire code ordinance down from 15' as referenced in this standard], per Standard #B-002 §A.2.

12. The gate shall be inset a minimum of 30 feet from the edge of the roadway/driveway start to prevent stacking and allow vehicles to stop clear of traffic while the gate is operating (§A.3).

13. All automatic gates shall be equipped with a Fire District-approved Knox emergency override system (§A.4). The gate shall also automatically open and remain open during power failure (§A.9).

14. Solar PV and battery components shall be installed in accordance with CFC §1204 (PV systems) and CFC §1206 (Energy Storage Systems, as applicable), and the California Electrical Code.

15. Plans for the installation of automatic gates on fire apparatus access roadways shall be submitted to the Fire District for approval prior to installation (Standard #B-002 §C.1). The gate shall not be placed into service until final inspection and approval by the Fire District.

16. The property address shall be posted and visible from Triple Seven Road in accordance with CFC §505.

El Dorado County Office of County Surveyor

17. All boundary monuments disturbed during project construction shall be reset by a Professional Land Surveyor or Qualified Engineer as defined by Section 8771 of the

California Business and Professions Code (Land Surveyors Act).

If you have any questions regarding this letter please contact the project planner, Spencer McKenna at (530) 621-5821 or at spencer.mckenna@edcgov.us.

Sincerely,
KAREN L. GARNER
Planning and Building Department Director

By: Spencer McKenna, Assistant Planner
Planning Division

November 25, 2025

Gate 3060 Triple Seven Rd Appeal Notification Map PC 02.26.26 (500 ft)

Search Results: Parcels

Override 1

County Outline

Highway Labels

Highways

Major Roads

Major Roads

Minor Roads

Disclaimer: Parcel boundaries in this map are illustrative only and not considered the legal boundary.

N W E S

0 80 160 240 320 Ft

NOTICE OF PUBLIC HEARING

REQUEST: to consider an APPEAL received from Kirk Brelsford appealing the approval of Administrative Permit ADM25-0026 submitted by Ann Gualtieri. ADM25-0026 approved an electric gate across a 60-foot non-exclusive road and public utilities easement. [Administrative Permits are a ministerial project and are statutorily exempt from the California Environmental Quality Act (CEQA) per Section 15268 of the CEQA Guidelines]

LOCATION: The property, identified by Assessor's Parcel Number 071-100-007, consisting of 2 acres, is located at 3060 Triple Seven Road, in the Rural Center of the Cool area, approximately 227 feet southeast of the intersection with Georgetown Road, Supervisorial District 4.

COUNTY PLANNER: Spencer McKenna, email: Spencer.McKenna@edcgov.us

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 13, 2026

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to:

County of El Dorado Planning and Building Department
2850 Fairlane Court,
Placerville, CA 95667
or via e-mail: **planning@edcgov.us**

County of El Dorado
Planning and Building Department (Planning)
2850 Fairlane Court, Building C
Placerville, CA 95667

NOTICE OF PUBLIC HEARING

County of El Dorado
Planning Commission

Building C Hearing Room
2850 Fairlane Court,
Placerville, CA 95667

February 26, 2026 at 8:30 AM

71100010

[redacted]

Send Comments to:
PLANNING@EDCGOV.US

Meeting Agenda and Staff Reports Available:
https://eldorado.legistar.com/calendar.aspx

Project Information Available:
https://edc-trk.aspgov.com/etrakit/
Login or create an E-Trakit account

EL DORADO COUNTY
PLANNING DIVISION
https://www.eldoradocounty.ca.gov/Land-Use/Planning-and-Building/Planning-Division

NOTICE OF PUBLIC HEARING

The **County of El Dorado Planning Commission** will hold a public hearing in the Planning Commission Hearing Room, 2850 Fairlane Court, Placerville, CA 95667 on **February 26, 2026,** at **8:30 a.m.**, to consider an appeal received from Kirk Brelsford appealing the approval of Administrative Permit ADM25-0026. The property, identified by Assessor's Parcel Number 071-100-007, consisting of 2 acres, is located at 3060 Triple Seven Road, in the Rural Center of the Cool area, approximately 227 feet south-east of the intersection with Georgetown Road, Supervisorial District 4. (County Planner: Spencer McKenna, email: Spencer.McKenna@edcgov.us) (Administrative Permits are a ministerial project and are statutorily exempt from the California Environmental Quality Act (CEQA) per Section 15268 of the CEQA Guidelines.)

Agenda and Staff Reports are available approximately two weeks prior at https://eldorado.legistar.com/Calendar.aspx

Project Information is available online at https://edc-trk.aspgov.com/etrakit/. To view attachments, please login or create an E-Trakit account and search for the project name or application file number in the search box.

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to the County of El Dorado Planning and Building Department, 2850 Fairlane Court, Placerville, CA 95667 or via e-mail: **PLANNING@EDCGOV.US**

Please send written comments by 2:00 p.m. the day prior to the meeting. Comments received after the deadline may not be delivered to the Commission before any action.

****This project is exempt from the California Environmental Quality Act (CEQA) pursuant to the above-referenced section, and it is not subject to any further environmental review.

COUNTY OF EL DORADO PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 13, 2026

Mountain Democrat

PROOF OF PUBLICATION
(2015.5. C.C.P.)

STATE OF CALIFORNIA
County of El Dorado

I am a citizen of the United States and a resident of the County aforesaid; I'm over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am principal clerk of the printer at the Mountain Democrat, 2889 Ray Lawyer Drive, a newspaper of general circulation, printed and published Wednesday and Friday, in the City of Placerville, County of El Dorado, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court to the County of El Dorado, State of California, under the date of March 7, 1952, Case Number 7258; that the notice, of which the annexed is a printed copy (set in type no smaller than non-pareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-with:

2/13

ALL IN THE YEAR 2026

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Placerville, California, this 13th day of FEBRUARY, 2026

Allison Rains

Signature

Allison Rains
Legals Clerk

Proof of Publication
NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING

The County of El Dorado Planning Commission will hold a public hearing in the Planning Commission Hearing Room, 2850 Fairlane Court, Placerville, CA 95667 on February 26, 2026, at 8:30 a.m., to consider an appeal received from Kirk Brelsford appealing the approval of Administrative Permit ADM25-0026. The property, identified by Assessor's Parcel Number 071-100-007, consisting of 2 acres, is located at 3060 Triple Seven Road, in the Rural Center of the Cool area, approximately 227 feet south-east of the intersection with Georgetown Road, Supervisorial District 4. (County Planner: Spencer McKenna, email: Spencer.McKenna@edcgov.us) (Administrative Permits are a ministerial project and are statutorily exempt from the California Environmental Quality Act (CEQA) per Section 15268 of the CEQA Guidelines.)

Agenda and Staff Reports are available approximately two weeks prior at https://eldorado.legistar.com/Calendar.aspx

Project Information is available online at https://edc-trk.aspgov.com/etrakit/. To view attachments, please login or create an E-Trakit account and search for the project name or application file number in the search box.

All persons interested are invited to write their comments to the Planning Commission in advance of the hearing. If you challenge the application in court, you may be limited to raising only those items you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to, the public hearing. Any written correspondence should be directed to the County of El Dorado Planning and Building Department, 2850 Fairlane Court, Placerville, CA 95667 or via e-mail: PLANNING@EDCGOV.US

Please send written comments by 2:00 p.m. the day prior to the meeting. Comments received after the deadline may not be delivered to the Commission before any action.

**This project is exempt from the California Environmental Quality Act (CEQA) pursuant to the above-referenced section, and it is not subject to any further environmental review.

COUNTY OF EL DORADO
PLANNING COMMISSION
KAREN L. GARNER, Executive Secretary
February 13, 2026
2/13 **15723**