1. ENVIRONMENTAL EFFECTS WHICH WERE DETERMINED NOT TO BE POTENTIALLY AFFECTED BY THE PROPOSED PROJECT

As a result of the Notice of Preparation circulated by the County on January 4, 2008, in connection with preparation of the EIR, the County determined, based upon the threshold criteria for significance, that the Existing Material Recovery Facility (MRF) Access Alternative, now referred to as the Project, would have no impact or a less than significant impact on the following potential environmental effects, and therefore, determined that these potential environmental effects would not be addressed in the DEIR. Based upon the environmental analysis presented in the EIR, and the comments received by the public on the DEIR, no substantial evidence was submitted to or identified by the County which indicated that the Project would have an impact on the following environmental areas:

(a) Scenic Vista: The project site contains 30.63 acres of highly disturbed land, ruderal (weedy) vegetation, and large shrubs and trees. Large portions of the project site are currently used, or have been used in the past, for storage and parking for the surrounding industrial land uses. The project site does not contain any scenic vistas or features associated with scenic vistas (e.g., ridgelines, peaks, overlooks). Furthermore, the project site is not located in an area designated as containing a scenic vista or in the proximity of a scenic vista as shown on Exhibit 5.3-1 of the El Dorado County General Plan EIR (EDAW 2004). Accordingly, no scenic features would be adversely affected by the Project. Therefore, no impacts would occur.

(b) Scenic Highway: The State of California identifies SR-49 as a potential Scenic Highway. However, SR-49 is not identified as a scenic roadway in the current General Plan's Draft EIR Exhibit 5.3-1. Although SR-49 is eligible for designation as a Scenic Highway, the County has not pursued nomination of any portion of the highway. Accordingly, the Project will not damage any trees, rock outcroppings, or historic buildings within a State scenic highway corridor. Therefore, no impact would occur.

(c) Important Farmland: The project site does not contain agricultural land and, therefore, would not be eligible for an Important Farmland designation. In addition, the California Farmland Mapping and Monitoring Program designate the project site as Urban and Built-up Land, which precludes the possibility of Important Farmland from being present on the project site. Accordingly, the development of the Project would not convert Important Farmland to non-agricultural use. No impacts would occur

(d) Williamson Act Contracts or Agricultural Zoning: The project site does not contain active agricultural land. Therefore, the site not would be eligible for a Williamson Act contract. The project site is designated Industrial (I) by the El Dorado County Zoning Ordinance, which is a non-agricultural zoning designation. This condition precludes the possibility of the Project conflicting with an active Williamson Act contract or an agricultural zoning designation. No impacts would occur.

(e) Conversion of Farmland to Non-Agricultural Use: There is no active farmland in the project vicinity. This condition precludes the possibility of the development of the Project creating pressures to convert surrounding farmland to non-agricultural use. No impacts would occur.

(f) Conservation Plans: The Project is not located in an area covered by any approved habitat conservation plan, natural community conservation plan, or other conservation plan. This condition precludes the possibility of adverse impacts resulting from implementation of the Project. No impacts would occur.

(g) Septic and Alternative Wastewater Systems: The Project would be served by the El Dorado Irrigation District's wastewater collection system. No septic or alternative wastewater disposal systems exist onsite and none would be installed as part of the Project. No impacts would occur

(h) Exposure of Schools to Hazardous Materials: There are no schools located within a 0.25-mile radius of the project site. The nearest school to the project site is Independence High School, located approximately 0.45 mile southwest of the project site. This distance precludes the possibility of activities associated with the Project exposing schools within a 0.25-mile radius of the project site to hazardous materials. No impacts would occur.

(i) Aviation Hazards: The project site is more than 2.75 miles from Placerville Airport, the nearest airport to Diamond Springs. This distance precludes the possibility of the Project exposing persons working in the project vicinity to aviation hazards. No impacts would occur.

(j) Private Airstrips: The project site does not occur near or in the vicinity of a private airstrip. Therefore, the development of the Project would not expose persons working in the project area to aviation hazards associated with private airstrips. No impacts would occur.

(k) 100-Year Flood Hazards: The Project occurs within a portion of Flood Insurance Rate Map No. 06017C0775E. The map indicates that the project site is not located within a 100-year flood hazard area. The Project does not include any housing. These conditions preclude the possibility of the Project being exposed to 100-year flood hazards or placing housing with a 100-year flood hazard area. No impact would occur.

(l) Levee of Dam Failure: The project site is not located in a dam failure inundation zone as depicted by the El Dorado County General Plan. The project site is not protected by any levees. These conditions preclude the possibility of the project site being inundated by floodwaters as a result of levee or dam failure. No impacts would occur.

(m) Seiches, Tsunamis, or Mudflows: There are no inland water bodies that could potentially be susceptible to a seiche in the project vicinity. This precludes the possibility of a seiche inundating the project site. The project site is more than 100 miles from the ocean, precluding the possibility of tsunami inundation. The project site is not at the base of any significant slopes and, therefore, would not be susceptible to mudflow inundation. No impact would occur.

(n) Conservation Plans: The Project is not located in an area covered by any approved habitat conservation plan, natural community conservation plan, or other conservation plan. This condition precludes the possibility of adverse impacts resulting from implementation of the Project. No impacts would occur.

(o) Mineral Resources of Statewide or Local Importance: Figure CO-1 of the El Dorado County General Plan indicates the project site is not located within an important Mineral Resource area. The project site does not contain any active mineral extraction operations. Furthermore, the project site is not located in a Mineral Resource Zone designated by the State. Therefore, the development of the Project would not result in the loss of a mineral resource of statewide or local significance. No impacts would occur.

(p) Aviation Noise: The project site is more than 2.75 miles from Placerville Airport, the nearest airport to Diamond Springs. This distance precludes the possibility of the Project exposing persons working in the project vicinity to excessive aviation noise. No impacts would occur.

(q) Growth Inducement: The Project would not develop any residential uses and, therefore, would not directly induce population growth through the provision of new dwelling units. The Project is expected to create new jobs. Data provided by the California Employment Development Department indicate that, as of May 2012, El Dorado County had 10,000 unemployed persons, resulting in an unemployment rate of 11.0 percent. Given the nature of the job opportunities and the availability of labor, it would be expected that the new employment opportunities could be readily filled from the local labor force. For these reasons, the Project would not induce substantial population growth. No impacts would occur.

(r) Displacement of Persons or Housing: The project site contains 30.63 acres of highly disturbed land, ruderal (weedy) vegetation, and large shrubs and trees. Large portions of the project site are currently used or have been used in the past for storage and parking for the surrounding industrial land uses. There are no dwelling units on the project site. Therefore, the Project would not result in the displacement of persons or housing. No impacts would occur.

(s) Schools: The Project does not contain any residential uses and would not directly induce population growth. The new employment opportunities created by the Project would not induce substantial population growth into El Dorado County from outside areas. Therefore, the Project would not result in the need for new or expanded school facilities. No impacts would occur.

(t) Parks: The Project does not contain any residential uses and would not directly induce population growth. The new employment opportunities created by the Project would not induce substantial population growth into El Dorado County from outside areas. Therefore, the Project would not result in the need for new or expanded park facilities. No impacts would occur.

(u) Other Public Facilities: The Project does not contain any residential uses and would not directly induce population growth. The new employment opportunities created by the Project would not induce substantial population growth into El Dorado County from outside areas. Therefore, the Project would not result in the need for a new or expanded library or other public facilities. No impacts would occur.

(v) Physical Deterioration of Recreational Facilities: The Project does not contain any residential uses and would not directly induce population growth. The new

employment opportunities created by the Project would not induce substantial population growth into El Dorado County from outside areas. Therefore, the Project would not cause physical deterioration of existing recreational facilities from increased usage. No impacts would occur. .

(w) New or Expanded Recreational Facilities: The Project does not contain any residential uses and would not directly induce population growth. The new employment opportunities created by the Project would not induce substantial population growth into Tuolumne County area from outside areas. Therefore, the Project would not result in the need for new or expanded recreational facilities. No impacts would occur.

(x) Air Traffic Patterns: The project site is more than 2.75 miles from Placerville Airport, the nearest airport to Diamond Springs. This distance precludes the possibility of the Project altering air traffic patterns. No impacts would occur.

2. FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS

The following potentially significant environmental impacts were analyzed in the EIR, and the effects of the Project were considered in the EIR. Where as a result of the environmental analysis of the Project and the identification of project design features, compliance with existing laws, codes and statutes, and the identification of feasible mitigation measures, the following potentially significant impacts have been determined by the County to be reduced to a level of less than significant, the County has found in accordance with CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a) (1) that "Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment," which is referred to herein as "Finding 1." Where the potential impact can be reduced to less than significant solely through adherence to and implementation of project design features or standard conditions, these measures are considered "incorporated into the project" which mitigate or avoid the potentially significant effect, and in these situations, the County also will make "Finding 1" even though no mitigation measures are required.

Where the County has determined pursuant to CEQA Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2) that "Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency," the County's findings is referred to herein as "Finding 2."

Where, as a result of the environmental analysis of the Project, the County has determined that either (1) even with the identification of project design features, compliance with existing laws, codes and statutes, and/or the identification of feasible mitigation measures, potentially significant impacts cannot be reduced to a level of less than significant, or (2) no feasible mitigation measures or alternatives are available to mitigate the potentially significant impact, the County has found in accordance with CEQA Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3) that "Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment

opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report," referred to herein as "Finding 3."

A. Aesthetics, Light, and Glare

(1) **Potential Impact:** The Project has the potential to substantially degrade the visual character of the project site or its surroundings.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The Project would be developed in two distinct portions on either side of Throwita Way: the eastern portion, containing a single building of 160,572 square feet, and the western portion, containing six building pads ranging in area from 3,300 square feet to 38,843 square feet. The architectural theme of the proposed buildings would be consistent with rural structures commonly found in this area, mixing modern uses and configurations while borrowing stylistic characteristics from El Dorado County's history. The buildings would have a combination of gable or shed roofs with cornice-topped walls and utilize rust accented metal roofing, stucco, vertical siding, and board and batten siding. Pedestrian plazas with trellises, accent planting, and seating, would provide meeting or resting places and opportunities for outdoor dining. The proposed pedestrian plazas would be connected to the buildings via well-defined pedestrian routes. Both the architectural and landscaping plans have been designed in accordance with the Missouri Flat Design Guidelines. Because the project site's main retail structure would be constructed adjacent to an existing residence, Mitigation Measure AES-1 requires that final landscaping includes vegetation that appropriately screens views of the Project as seen from the residence.

MM AES-1 The Project applicant shall complete a final landscaping plan for review and approval by County staff that includes vegetation that appropriately screens views of the Diamond Dorado Retail Center as seen from the residence at the corner of Lime Kiln Road and Lime Plant Road. Screening vegetation shall be located along the project site's boundary to the southwest of Major 1 and be of a type and species that shall provide year-round visual screening.

(2) **Potential Impact:** Implementation of the Project would result in the introduction of new sources of substantial light and glare.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: Development of the Project would include the installation of exterior building lights, freestanding parking lot lights, and

building-mounted illuminated signage. Lighting designs would be consistent with the Missouri Flat Design Guidelines and subject to review by El Dorado County. Lighting in the Project's parking areas would include 25-foot-high, 400-watt, single- and dual-headed fixtures. In addition, lighting consisting of 12-foot-high, 175-watt, accent-style luminaires would be located along the Project's frontage to the Parkway. Wall sconces would be mounted at intervals around each of the retail buildings. These lighting fixtures have the potential to create unwanted spillover effects onto surrounding properties. However, both the parking lot and building lighting fixtures would be designed with cutoff type fixtures or shielded light fixtures, or a combination of fixture types to cast light downward, thereby providing lighting at the ground level for pedestrian safety while reducing glare to adjacent properties. Furthermore, the Project applicant has submitted the photometric plan to the County identifying lighting fixtures and practices to minimize light trespass onto neighboring properties.

Most of the components of the Project would not create significant sources of glare on surrounding areas. The new buildings would not contain large glass walls, highly reflective glass, or polished surfaces that would create glare. Implementation of the County approved photometric plan and design guidelines would ensure lighting would be appropriate for the project site and would not result in unwanted glare or illumination of adjoining properties.

B. Air Quality

(1) Potential Impact: The Project would conflict with or obstruct implementation of the applicable air quality plan.

Finding: The County hereby makes Finding 3 and determines that this impact remains Significant and Unavoidable after the implementation of project design features, standard conditions of approval, or mitigation measures

Facts in Support of Finding:

Onsite Improvements: Impacts from implementation of the Project are assessed by determining consistency of the project with the adopted Air Quality Attainment Plan (AQAP). Consistency is determined based on: (1) changes in the existing land use designation and project emissions, (2) exceedance of "project alone" significance criteria, (3) implementation of applicable emission reduction measures, and (4) compliance with applicable El Dorado Air Quality Management District rules and regulations.

The project would not meet the first two consistency criterion. Although, it would comply with applicable control measures in the AQAPs, and well as applicable El Dorado AQMD rules and regulations, the Project would not comply with the growth assumptions in the AQAP and would exceed the El Dorado AQMD's stand-alone thresholds. Incorporation of Mitigation Measures AIR-3a through AIR-3d would not reduce the Project's operational

emissions to below the El Dorado AQMD's "project-alone" thresholds of significance for ROG and NO_x. Therefore, the Project's operational emissions would remain significant and unavoidable. After incorporation of mitigation, impacts associated with the Project would remain significant and unavoidable for AQAP consistency.

MM AIR-3a In order to reduce the Project's construction emissions to less than significant, the project developer shall use low-volatile organic compound (VOC) paints with a maximum of 50 grams per liter VOC content. More information about low-VOC paints and compliant paint products can be found at http://www.aqmd.gov/prdas /brochures/paintguide.html.

MM AIR-3b Shower and locker facilities shall be installed in major anchor buildings, as well commercial, office, and industrial buildings to encourage employees to bike and/or walk to work. A minimum of three lockers for every 25 employees shall be installed. Each building shall have two showers installed.

MM AIR-3c The Project shall install display cases or kiosks displaying transportation information (ridesharing information, transit schedules, bicycle route and path information) in a prominent area accessible to employees and visitors.

MM AIR-3d The project buildings shall be designed and built to achieve an average of 20 percent efficiency above current Title 24 requirements to increase energy efficiency and reduce emissions associated with electricity generation. The method for achieving the 20 percent efficiency will depend on project specifics not known at this time, such as insulation values.

Offsite Improvements: The offsite improvements would not directly or indirectly attract or generate vehicular trips; the improvements are improvements to existing roads, intended only to improve traffic flow generated from existing and currently planned uses. The emissions, which would be generated by vehicles traveling on the offsite improvements, would not be greater than if the roadway improvements were not constructed because the land uses generating the vehicle trips are not being changed. Construction of the roadway improvements would not exceed the El Dorado AQMD's thresholds for short-term construction. The AQAP contains a number of land use and transportation control measures that include the El Dorado AQMD's Stationary and Mobile Source Control Measures and State Control Measures proposed by ARB. ARB's strategy for reducing mobile source emissions include the following approaches: adopt new engine standards, reduce emissions from in-use fleets, require clean fuels, support alternative fuels and

reduce petroleum dependency, work with the EPA to reduce emissions from federal and state sources, and pursue long-term advanced technology measures. The stationary and mobile source control measures do not directly apply to the offsite improvements. Additionally, the offsite improvements are required to comply with applicable El Dorado AQMD rules and regulations. Specifically, the Project would comply with El Dorado AQMD's Rules 224, 223-1, 223-2, and 300. Accordingly, offsite improvements would comply with all AQAP consistency criteria.

(2) Potential Impact: The Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: Short-term construction impacts associated with the Project would include fugitive dust and other particulate matter, as well as exhaust emissions generated by rough grading, soil hauling, excavation and site work. Short-term impacts would also include emissions generated during construction of structural facilities (structural forms, rebar and conduits), paving and striping, and the use of personal vehicles by construction workers. The Project is required to incorporate dust control measures in compliance with El Dorado AQMD's Rule 223-1 regarding fugitive dust.

The Project would create up to 296 new AM peak-hour trips and 970 PM peak-hour trips. However, the Project would not generate or significantly contribute to a CO hot spot. As such, project traffic increases would not result in a violation of the CO ambient air quality standards and would not result in related health effects from CO exposure. PM_{10} and SO_2 emissions from the Project would be generated by mobile emissions, and be distributed throughout the project area where the trips occur; therefore, the Project is unlikely to generate a localized exceedance of the PM_{10}, $PM_{2.5}$ or SO_2 standards through operation. Therefore, the Project's increases in emissions would not result in a violation of the PM_{10}, $PM_{2.5}$ or SO_2 standards and would result in less than significant health effects from exposure of sensitive receptors to these emissions.

Offsite Improvements: Short-term construction impacts associated with the offsite improvements would include fugitive dust and other particulate matter, as well as exhaust emissions generated by rough grading, soil hauling, excavation and site work. Short-term impacts would also include emissions generated during construction of structural facilities (structural forms and rebar), paving and striping, and the use of personal vehicles by construction workers. The construction of offsite improvements is required to incorporate dust control measures in compliance with Rule 223-1 regarding fugitive dust.

(3) Potential Impact: The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

Finding: The County hereby makes Finding 3 and determines that this impact remains Significant and Unavoidable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: Construction of the Project would emit ozone precursors ROG and NO_x. Project construction emissions would exceed the El Dorado AQMD's threshold for ROG in 2012. Project emissions of NO_x would be less than the El Dorado AQMD's threshold. The main contributing source of significant quantities of ROG is the architectural coatings phase. Accordingly, Mitigation Measure AIR-3a is required.

Operation of the project would emit ozone precursors ROG and NO_x. Project operational emissions would exceed the El Dorado AQMD's thresholds for ROG and NO_x during both the summer and winter. Mitigation Measures AIR-3b, AIR-3c, and AIR-3d are required to reduce operational emissions. However, the emissions reduction attributable to the mitigation measures is not sufficient to reduce the Project's operational emission to less than significant. Appendix E of the El Dorado AQMD's Guide was reviewed for additional mitigation to reduce operational emissions. The Project is currently implementing pedestrian, bicycle, and transit measures through project design features and by its location near planned transit and bicycle paths. Remaining potential mitigation measures that target mobile emissions are not feasible for the Project for one of the following reasons:

- Implementation of the mitigation measure is outside the project developer's control (e.g., level of bus service).
- The mitigation measure is not appropriate for the project area (e.g., provide high density mixed or retail/commercial within 0.25 mile of existing transit).
- The mitigation measure would not be feasible for the type of project (e.g., paid parking system with no validations).

Accordingly, no other potential mitigation measures are feasible for the Project and impacts remain significant and unavoidable.

MM AIR-3a In order to reduce the Project's construction emissions to less than significant, the project developer shall use low-volatile organic compound (VOC) paints with a maximum of 50 grams per liter VOC content. More information about low-VOC paints and compliant

paint products can be found at http://www.aqmd.gov/prdas /brochures/paintguide.html.

MM AIR-3b Shower and locker facilities shall be installed in major anchor buildings, as well commercial, office, and industrial buildings to encourage employees to bike and/or walk to work. A minimum of three lockers for every 25 employees shall be installed. Each building shall have two showers installed.

MM AIR-3c The Project shall install display cases or kiosks displaying transportation information (ridesharing information, transit schedules, bicycle route and path information) in a prominent area accessible to employees and visitors.

MM AIR-3d The project buildings shall be designed and built to achieve an average of 20 percent efficiency above current Title 24 requirements to increase energy efficiency and reduce emissions associated with electricity generation. The method for achieving the 20 percent efficiency will depend on project specifics not known at this time, such as insulation values.

MM AIR-3e The project buildings shall install only Energy Star heating and cooling appliances.

MM AIR-3f The Project shall install only Energy Star-labeled roof materials.

Offsite Improvements: Emissions modeling was not performed for the construction of offsite improvements, as the details of project length, width, depth, activity phasing and duration are currently unknown. However, construction activities for the offsite improvements would be substantially similar to the asphalt phase of construction for onsite improvements, which was quantified above. Asphalt, or paving, activities for onsite improvements would not exceed the El Dorado AQMD's threshold of significance. Onsite paving would result in less than 4.5 pounds per day of ROG, and less than 20 pounds per day of NO_x. In contrast, the El Dorado AQMD's threshold of significance is 82 pounds per day each for ROG and NO_x. It is unlikely that construction of offsite improvements would involve a substantially greater daily rate of activity. Therefore, by proxy analysis, the construction of offsite improvements would not result in emissions greater than the El Dorado AQMD's threshold of significance.

(4) Potential Impact: The Project would not expose sensitive receptors to substantial pollutant concentrations.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: The Project would generate less than significant impacts for construction-generated dust impacts, and operational CO. Therefore, dust generated during construction would not expose sensitive receptors to substantial PM_{10} or $PM_{2.5}$ concentrations, and CO generated during operation would not expose sensitive receptors to substantial CO concentrations.

The Asbestos Review Areas Western Slope map was reviewed to determine if the project was located within 0.25 mile of a area of naturally occurring asbestos (NOA), or within 0.25 mile of an area "more likely to contain asbestos." The project is located well outside of the 0.25-mile buffer for known locations of NOA and areas likely to contains asbestos; therefore, it is not foreseeable that disturbance of soils in the Project's area would increase airborne asbestos.

Construction equipment would emit DPM, which is a carcinogen. However, the DPM emissions would be short-term in nature. Determination of risk from DPM is considered over a 70-year exposure time. Therefore, considering the dispersion of the emissions and the short time frame during which emissions would occur, exposure to DPM during construction is anticipated to be less than significant.

The throughput of the proposed gasoline station is currently unknown. It is assumed that the facility could receive up to one large tanker (9,000-gallon capacity) per day, for an annual throughput of just under 3.3 million gallons. Therefore, the Project would not be considered a large gasoline facility. In addition, the nearest sensitive receptor is an existing residence located over 1,000 feet south of the proposed gasoline station. Therefore, the siting of the gasoline station would not result in a land use conflict with sensitive receptors or expose sensitive receptors to substantial pollutant concentrations.

Activities associated with the project operations that require the use of diesel-fueled vehicles for extended periods, such as delivery vehicles for the commercial buildings, would generate DPM emissions that could expose sensitive receptors to DPM. The DPM emissions generated by these uses would be produced at several points within the Project (e.g., travel routes within the Project to the various buildings, the building loading docks, transport refrigeration units, or TRUs) on a somewhat regular basis. Therefore, existing residences to the south may be exposed to elevated levels of DPM emissions on a recurring basis. However, a Health Risk Assessment (HRA) determined that project emissions of toxic air contaminants would result in cancer risks less than the threshold of 10 in one million and would not result in exposure to nearby sensitive land uses.

Offsite Improvements: The offsite improvements would generate less than significant impacts for construction-generated dust impacts. Therefore, dust generated during offsite improvements construction would not expose sensitive receptors to substantial PM_{10} or $PM_{2.5}$ concentrations. The Project is located well outside of the 0.25-mile buffer for known locations of NOA and areas likely to contains asbestos; therefore, it is not foreseeable that disturbance of soils in the Project's area would increase airborne asbestos. Offsite construction equipment would emit DPM, which is a carcinogen. However, the DPM emissions would be short-term in nature. Determination of risk from DPM is considered over a 70-year exposure time. Therefore, considering the dispersion of the emissions and the short time frame during which emissions would occur, exposure to DPM during construction is anticipated to be less than significant.

(5) Potential Impact: The Project would not create objectionable odors affecting a substantial number of people.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: Shopping centers are generally not facilities that are known to produce odors. Therefore, it is unlikely that the Project would generate substantial odors that would affect nearby sensitive receptors. However, the Project would result in locating employees and visitors within close range of the existing MRF, which is a transfer facility for municipal wastes. An Odor Impact Analysis was completed for the Project. Based on qualitative and quantitative assessments contained within the Odor Impact Analysis, it was determined that impacts related to objectionable odors related to the MRF would be less than significant.

Offsite Improvements: Roadway improvements do not involve activities or land uses known to generate substantial quantities of adverse odors. Furthermore, construction activities associated with the offsite improvements would be temporary in nature. Therefore, construction of the offsite improvements would not generate an odor impact.

(6) Potential Impact: The Project would generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment.

Finding: The County hereby makes Finding 3 and determines that this impact remains Significant and Unavoidable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: The Project contributes to climate change impacts through its contribution of greenhouse gases. The Project would generate a variety of greenhouse gases during construction and operation, including several defined by AB 32, such as CO_2, CH_4, and N_2O, as well as fugitive emissions of refrigerants. The Project would emit greenhouse gases such as CO_2, CH_4, and N_2O from the exhaust of equipment and the exhaust of vehicles for employees, residents, visitors, and hauling trips. The Project may also emit greenhouse gases that are not defined by AB 32.

Greenhouse gases were estimated for construction as part of the URBEMIS modeling (Refer to Section 4.2, Air Quality, of the Draft EIR). Construction of the Project is projected to emit approximately 448 metric tons of carbon dioxide equivalent (MTCO2e). Construction emissions would be finite in nature, and occur prior to the ARB's reduction target year of 2020. Because AB 32's target reduction is based on a rate of emissions to occur in the year of 2020 and project construction emissions would occur prior to that target year, the Project's construction would not contribute to the emissions rate of 2020 and would not conflict with the target emission reduction contained in AB 32. Construction emissions would be less than significant.

The primary concern for greenhouse gases is the Project's long-term operational emissions. Greenhouse gas emissions from the Project during operation would result from natural gas consumption, motor vehicles, and air conditioning units. Indirect emissions would be generated from electricity generation, and water treatment and transport. An inventory of operational greenhouse gas emissions for the Project is presented in Section 4.2, Air Quality of the Draft EIR. Project operations are calculated to generate approximately 11,239 $MTCO_2e$ per year after full buildout in 2012.

The Project has the potential to incorporate, but does not currently incorporate, additional measures to reduce energy consumption, water consumption, waste generation, and mobile emissions. Further, although not directly applicable to the Project, the Project would generate greater emissions than the BAAQMD and SCAQMD recommended thresholds. Therefore, the Project would result in potentially significant quantities of greenhouse gases during project operations. Inclusion of the applicable and feasible mitigation measures would reduce the Project's generation of greenhouse gases. However, the Project would result in a net increase over what would be constructed under the current General Plan designation of Industrial. Mobile vehicles contribute most of the Project's operational emissions, and substantial reduction in trip generation for the Project is infeasible. Therefore, the Project would remain significant and unavoidable for generation of greenhouse gases.

MM PSU-3a Prior to issuance of building permits, the Project applicant shall submit final landscaping plans in accordance with the plans

submitted as part of the project application to El Dorado County for review and approval. The final landscaping plans shall be in accordance with the Model Landscape and Water Conservation Standards and include the following outdoor irrigation water conservation measures:

- Separate metering of irrigation water
- Drought-resistant vegetation
- Irrigation systems employing at least four of the following features:
    - Drip irrigation
    - Low-precipitation-rate sprinklers
    - Bubbler/soaker systems
    - Programmable irrigation controllers with automatic rain shutoff sensors
    - Matched-precipitation-rate nozzles that maximize the uniformity of the water distribution characteristics of the irrigation system
    - Conservative sprinkler spacing that minimize overspray onto paved surfaces
    - Hydrozones that keep plants with similar water needs in the same irrigation zone
- Minimally or gently sloped landscaped areas to minimize runoff and maximize infiltration
- Organic topdressing mulch in non-turf areas to decrease evaporation and increase water retention

MM PSU-3b Prior to issuance of building permits, the Project applicant shall submit final building plans to El Dorado County for review and approval that identify the following indoor water conservation measures:

- Separate metering of domestic water
- Low-flow or ultra-low-flow toilets and urinals
- Faucet aerators or low-flow faucets in bathrooms

MM PSU-6a Prior to issuance of building permits, the Project applicant shall retain a qualified contractor to perform construction and demolition debris recycling. The contractor shall be approved by El Dorado County. The Project applicant shall provide documentation to the satisfaction of El Dorado County Ordinance Code Chapter 8.43,

demonstrating that construction and demolition debris has been recycled.

MM PSU-6b Prior to issuance of the final certificate of occupancy, the Project applicant shall install onsite facilities necessary to collect and store recyclable materials and green waste. Recycling collection facilities located in public spaces shall be of high-quality design and provide signage indicating accepted materials. All onsite recycling and green waste storage facilities shall be screened from public view.

MM AIR-3b Shower and locker facilities shall be installed in major anchor buildings, as well commercial, office, and industrial buildings to encourage employees to bike and/or walk to work. A minimum of three lockers for every 25 employees shall be installed. Each building shall have two showers installed.

MM AIR-3c The Project shall install display cases or kiosks displaying transportation information (ridesharing information, transit schedules, bicycle route and path information) in a prominent area accessible to employees and visitors.

MM AIR-3d The project buildings shall be designed and built to achieve an average of 20 percent efficiency above current Title 24 requirements to increase energy efficiency and reduce emissions associated with electricity generation. The method for achieving the 20 percent efficiency will depend on project specifics not known at this time, such as insulation values.

Offsite Improvements: Greenhouse gases were not estimated for offsite improvements construction; instead, the asphalt phase (installation of paved surfaces) of onsite improvements construction was used as a proxy to estimate the offsite improvement's potential for adverse air quality impacts. Construction of the asphalt phase of the onsite improvements is projected to emit approximately 9.5 $MTCO_2e$. Construction emissions would be finite in nature, and occur prior to the ARB's reduction target year of 2020. Because AB32's target reduction is based on a rate of emissions to occur in the year of 2020 and construction emissions for offsite improvements would occur prior to that target year, the offsite improvements' construction would not contribute to the emissions rate of 2020 and would not conflict with the target emission reduction contained in AB 32.

(7) Potential Impact: The Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Finding: The County hereby makes Finding 3 and determines that this impact remains Significant and Unavoidable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: The ARB-approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. The project's consistency with applicable strategies of the Scoping Plan was assessed. The Project is consistent with the applicable strategies after inclusion of mitigation. However, the Project would still result in a substantial increase in emissions over what would occur if the parcel was built according to the General Plan designation. Therefore, increase in emissions was not accounted for in the General Plan and, by extension, the growth assumptions in the Scoping Plan. Because the Project's contribution of operational (long-term) greenhouse emissions would be greater than growth planned for the area, the Project's emissions would conflict with the Scoping Plan, and this impact would remain significant and unavoidable after incorporation of mitigation.

MM PSU-3a Prior to issuance of building permits, the Project applicant shall submit final landscaping plans in accordance with the plans submitted as part of the project application to El Dorado County for review and approval. The final landscaping plans shall be in accordance with the Model Landscape and Water Conservation Standards and include the following outdoor irrigation water conservation measures:

- Separate metering of irrigation water
- Drought-resistant vegetation
- Irrigation systems employing at least four of the following features:
    - Drip irrigation
    - Low-precipitation-rate sprinklers
    - Bubbler/soaker systems
    - Programmable irrigation controllers with automatic rain shutoff sensors
    - Matched-precipitation-rate nozzles that maximize the uniformity of the water distribution characteristics of the irrigation system

  - Conservative sprinkler spacing that minimize overspray onto paved surfaces
  - Hydrozones that keep plants with similar water needs in the same irrigation zone
- Minimally or gently sloped landscaped areas to minimize runoff and maximize infiltration
- Organic topdressing mulch in non-turf areas to decrease evaporation and increase water retention

MM PSU-3b Prior to issuance of building permits, the Project applicant shall submit final building plans to El Dorado County for review and approval that identify the following indoor water conservation measures:

- Separate metering of domestic water
- Low-flow or ultra-low-flow toilets and urinals
- Faucet aerators or low-flow faucets in bathrooms

MM PSU-6a Prior to issuance of building permits, the Project applicant shall retain a qualified contractor to perform construction and demolition debris recycling. The contractor shall be approved by El Dorado County. The Project applicant shall provide documentation to the satisfaction of El Dorado County Ordinance Code Chapter 8.43, demonstrating that construction and demolition debris has been recycled.

MM PSU-6b Prior to issuance of the final certificate of occupancy, the Project applicant shall install onsite facilities necessary to collect and store recyclable materials and green waste. Recycling collection facilities located in public spaces shall be of high-quality design and provide signage indicating accepted materials. All onsite recycling and green waste storage facilities shall be screened from public view.

MM AIR-3d The project buildings shall be designed and built to achieve an average of 20 percent efficiency above current Title 24 requirements to increase energy efficiency and reduce emissions associated with electricity generation. The method for achieving the 20 percent efficiency will depend on project specifics not known at this time, such as insulation values.

MM AIR-7 Project buildings shall be constructed to provide structural support adequate to install solar panels at a later time. Components of

structural support include roof design adequate to bear the load of solar panels as well as electrical infrastructure adequate to support solar panels.

Offsite Improvements: The offsite improvements would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The offsite improvements would not directly nor indirectly attract or generate vehicular trips. The improvements are improvements to existing roads, intended only to improve traffic flow generated from existing and currently planned land uses. The emissions, which will be generated by vehicles traveling on the offsite improvements, would not be greater than if the roadway improvements were not constructed because the land uses generating the vehicle trips are not being changed. In addition, the offsite improvements would not change the length of trips in the project area; therefore, vehicle miles traveled in the region would not increase as a result of the offsite improvements. Finally, because the improvements would improve vehicle flow and reduce congestion, the Project would result in a reduction of emissions from idling and slow-moving vehicles.

Construction activity to install the offsite improvements would generate greenhouse gases. However, construction emissions would be finite in nature and would occur prior to the ARB's reduction target year of 2020. Because AB32's target reduction is based on a rate of emissions to occur in the year of 2020 and construction emissions for offsite improvements would occur prior to that target year, the offsite improvement's construction would not contribute to the emissions rate of 2020 and would not conflict with the target emission reduction contained in AB 32.

C. Biological Resources

(1) Potential Impact: The Project has the potential to impact species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: Construction of the Project has the potential to impact special-status nesting birds and bats, including long-eared owl, yellow warbler, white-tailed kite, merlin, yellow-breasted chat, loggerhead shrike, purple martin, pallid bat, and silver-haired bat. The white-tailed kite, a fully protected species, is the only sensitive species with a high potential to occur on the project site. Other nesting raptors and migratory songbirds protected under the MBTA may also be affected should construction occur during the

nesting season. Accordingly, potential impacts to nesting avian species are considered potentially significant. Implementation of Mitigation Measure BIO-1 would ensure that project construction would not result in direct or indirect disturbance to sensitive avian species, including all federally and state-protected nesting raptors and songbirds, or loss of active nests from nest abandonment.

MM BIO-1 If grading or tree removal is proposed during the avian nesting season (March 1 to October 1), a focused survey for nesting migratory birds shall be conducted by a qualified biologist to identify active nests on the project study area. The survey will be conducted no less than 14 days and no more than 30 days prior to the beginning of grading or tree removal. The results of the survey will be summarized in a written report prior to the beginning of grading. If nesting birds are found during the focused survey, no grading or tree removal will occur within 250 feet of an active nest (500 feet for raptors) until the young have fledged (as determined by a qualified biologist) or until the Project applicant receives written authorization from California Department of Fish and Game (CDFG) to proceed. Construction activity may occur within the 250-foot buffer area at the discretion of the monitoring biologist. If nest trees are unavoidable, they shall be removed during the non-breeding season. If nesting white-tailed kites are found during the focused survey, no grading or tree removal will occur within 500 feet of an active nest until the young have fledged (as determined by a qualified biologist) and the Project applicant receives written authorization from CDFG to proceed. If nest trees are unavoidable, they shall be removed only during the non-breeding season.

Offsite Improvements: Construction of offsite roadway improvements may have the potential to impact special-status nesting birds, including long-eared owl, yellow warbler, white-tailed kite, merlin, yellow-breasted chat, loggerhead shrike, and purple martin. The white-tailed kite, a fully protected species, is the only sensitive species with a high potential to occur within the offsite improvement area. Other nesting raptors and migratory songbirds protected under the MBTA may be affected, should construction occur during the nesting season where roadway construction is to occur adjacent to trees. Accordingly, potential impacts to nesting avian species are considered potentially significant. Implementation of Mitigation Measure BIO-1 would ensure that project construction would not result in direct or indirect disturbance to sensitive avian species, including all federally and state-protected nesting raptors and songbirds, or loss of active nests from nest abandonment.

MM BIO-1 If grading or tree removal is proposed during the avian nesting season (March 1 to October 1), a focused survey for nesting migratory birds shall be conducted by a qualified biologist to identify active nests on the project study area. The survey will be conducted no less than 14 days and no more than 30 days prior to the beginning of grading or tree removal. The results of the survey will be summarized in a written report prior to the beginning of grading. If nesting birds are found during the focused survey, no grading or tree removal will occur within 250 feet of an active nest (500 feet for raptors) until the young have fledged (as determined by a qualified biologist) or until the Project applicant receives written authorization from California Department of Fish and Game (CDFG) to proceed. Construction activity may occur within the 250-foot buffer area at the discretion of the monitoring biologist. If nest trees are unavoidable, they shall be removed during the non-breeding season. If nesting white-tailed kites are found during the focused survey, no grading or tree removal will occur within 500 feet of an active nest until the young have fledged (as determined by a qualified biologist) and the Project applicant receives written authorization from CDFG to proceed. If nest trees are unavoidable, they shall be removed only during the non-breeding season.

(2) Potential Impact: The Project has the potential to impact federally protected wetlands as defined by Section 404 of the Clean Water Act.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: The project site contains 0.141 acre of drainage feature that are likely under the jurisdiction of the USACE. There are also 1.39 acres under the jurisdiction of the CDFG. Accordingly, impacts to drainage features under the jurisdiction of the USACE and CDFG are considered potentially significant. Implementation of Mitigation Measure BIO-2a would ensure project compliance with all agencies regulating assessment and mitigation of impacts to wetlands. Implementation of Mitigation Measure BIO-2b would protect water quality of avoided wetlands and other Waters of the U.S. that occur inside the project study area, as well as those that occur in proximity to the project study area, such as Weber Creek. Implementation of Mitigation Measure Bio-2c would require setbacks consistent with applicable USACE and CDFG regulations and the protection of water quality for preserved seasonal and perennial drainages.

MM BIO-2a Riparian habitat shall be avoided to the maximum extent feasible. Drainage features at the project site identified as jurisdictional Waters of the U. S., including wetlands, would be filled as a result of the Project and would require authorization of a Section 404 Permit from the United States Army Corps of Engineers (USACE), and a Steam Bed Alteration Agreement shall be obtained from California Department of Fish and Game (CDFG), as appropriate. Prior to initiation of any ground clearing or other construction activities, the Project applicant shall obtain authorization of a Section 404 Permit from USACE and a CDFG Section 1602 Lake and Streambed Alteration Agreement shall be prepared and approved by both USACE and CDFG. Mitigation required for direct and indirect impacts to all areas under the jurisdiction of federal and state resource agencies shall be carried out in accordance with the conditions of the Section 404 Permit and Lake and Streambed Alteration Agreement.

MM BIO-2b As part of the permitting process, mitigation of impacts to jurisdictional Waters of the U.S., including wetlands, shall be identified and implemented, as described below. The acreage shall be replaced or rehabilitated on a "no-net-loss" basis in accordance with United States Army Corps of Engineers (USACE) regulations. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE. Habitat compensation shall also be in accordance with El Dorado County which has adopted a "no-net-loss" policy under General Plan Policy 7.3.3.2; this policy allows wetland habitat compensation on- or offsite, but at a minimum 1:1 ratio. Also in accordance with General Plan Policy 7.3.3.2, a wetland study and mitigation monitoring program shall be submitted to the County and concerned state and federal agencies (e.g., USACE, California Department of Fish and Game) for review prior to permit approval.

MM BIO-2c All grading plans shall include setbacks in accordance with USACE and CDFG requirements for preserved seasonal and perennial drainages. Measures to minimize erosion and runoff into seasonal and perennial drainages that are preserved shall also be included in all grading plans. 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 preserved drainages.

Offsite Improvements: In general, the offsite roadway improvement areas are abutted by unlined drainage ditches that are not hydrologically connected to natural drainages and are not likely under the jurisdiction of the USACE. Accordingly, there would be no impacts to drainage features under the jurisdiction of the USACE and CDFG.

(3) Potential Impact: Project implementation will conflict with local policies or ordinances protecting biological resources.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: The project site contains 4.30 acres (14 percent of the project site) of oak woodland that would be subject to General Plan Policy 7.4.4.4. General Plan Policy 7.4.4.4 contains two options for mitigation: Option A, consisting of onsite tree canopy retention and replacement and, Option B, consisting of payment of mitigation fees in accordance with the Oak Woodland Management Plan (OWMP). However, as a result of the judgment issued by the Third District Court of Appeals of California in the case of Center for Sierra Nevada Conservation v. County of El Dorado, the County's OWMP has been rescinded, and its mitigation options, which previously allowed for a conservation fund in-lieu fee are no longer available. The OWMP, was rescinded based on the fact that the OWMP's negative declaration, as tiered off of the General Plan's 2004 EIR, was in violation of CEQA because it did not adequately study the potential impacts of the OWMP and in-lieu fee program. Accordingly, only Option A, onsite retention and replacement, is currently available. As outlined by Table 1 of the General Plan Policy 7.4.4.4, under Option A, projects containing between 10 and 19 percent of existing canopy must retain at least 90 percent of that canopy cover, and implement a 1:1 replacement ratio for oak woodland removed. Accordingly, the Project would be required to retain 3.87 acres of oak woodland onsite and provide a 1:1 onsite replacement ratio for the remaining 0.43 acres.

Based on the proposed site plan, a significant portion of the 4.30 acres of onsite oak trees are in the center of the project area. The Project is designed such that the entire site will likely require grading resulting in the removal of the majority, if not all, of the existing oak woodland canopy. Because of this, the Project as proposed cannot comply with the onsite retention requirements (90 percent or 3.87 acres) of General Plan Policy 7.4.4.4.

Prior to the approval of the Final Development Plan for the Project, it is expected that the County will adopt a new mitigation program as an alternative to retention of onsite oaks as directed by General Play Policy 7.4.2.8 and Measure CO-M. Accordingly, although there are a number of potential feasible and reasonable mitigation measures that may be available for the removal of oaks at the time the Final Development Plan is approved, it

is impossible to articulate the precise approach to mitigation until such time as the County has adopted its response to the lawsuit and how it intends to implement Policy 7.4.4.4. As such, Mitigation Measure BIO-3a indicates that a grading permit cannot be issued until such time as the County has adopted a mitigation program that is compliant with CEQA and provides for a feasible alternative to retention of onsite oaks. Should the County fail to adopt an alternative to onsite retention of oaks, the project would be required to be redesigned prior to approval of the Final Development Plan and would be subject to additional environmental review.

Mitigation Measure BIO-3b and BIO-3c is proposed to ensure that if any oak trees are preserved onsite they would be properly protected during construction activities and a mitigation monitoring plan for any oak trees replanted onsite would be implemented.

MM BIO-3a Prior to the approval of the Final Development Plan, the applicant shall provide a final grading plan to El Dorado County. The final grading plan shall indicate the size and location of all onsite oak trees and will indicate which trees are to be removed or retained as a part of the Project. Approval of the Final Development Plan and issuance of grading permits shall not occur unless the County has adopted an offsite oak tree mitigation program that fully complies with General Plan Policies 7.4.4.4 and 7.4.2.8 and the applicant has submitted a project-specific oak tree mitigation plan which the County finds fully compliant with the adopted offsite oak tree mitigation program. Should the County fail to adopt an offsite oak tree mitigation program, the project must be redesigned to allow for onsite retention. This redesign shall be subject to subsequent environmental review.

MM BIO-3b Any oak trees on the project site that are not removed, and any oak trees on adjacent properties that are within 200 feet of grading activity shall be protectively fenced 5 feet beyond the dripline and root zone of each tree (as determined by a certified arborist). This fence, which is meant to prevent activities that result in soil compaction beneath the canopy or over the root zone, shall be maintained until all construction activities are complete. No grading, trenching, or movement of construction equipment shall be allowed to occur within fenced areas. Protection for oak trees on slopes and hillsides will include installation of a silt fence. A silt fence shall be installed at the upslope base of the protective fence to prevent any soil drifting down over the root zone..

MM BIO-3c To ensure that proposed onsite replacement trees survive, a mitigation monitoring plan, including provisions for necessary replacement of trees, shall be incorporated into the preservation and replacement plan. Detailed performance standards shall be included to ensure that an 80 percent survival rate is achieved over a 5-year period. Annual reports identifying planting success and monitoring efforts shall be submitted to El Dorado County Planning Services and California Department of Fish and Game. During monitoring, the following information shall be evaluated: average tree height, percent of tree cover, tree density, percent of woody shrub cover, seedling recruitment, and invasion by non-native species. Temporary irrigation equipment shall be installed to facilitate sapling survival during the first several years of growth. During the revegetation process, tree survival will be maximized by using deer screens or other maintenance measures as recommended by a certified arborist.

Offsite Improvements: Construction of offsite roadway improvements may result in the loss of oak trees, and, therefore, is subject to the OWMP and Interim Interpretive Guidelines for El Dorado County General Plan Policy 7.4.4.4 as outlined by Mitigation Measure BIO-3a. Mitigation Measure BIO-3b andBIO-3c are proposed to ensure that if any oak trees are preserved adjacent to offsite improvements they would be properly protected during construction activities and a mitigation monitoring plan for any oak trees replanted would be implemented.

MM BIO-3a Prior to the approval of the Final Development Plan, the applicant shall provide a final grading plan to El Dorado County. The final grading plan shall indicate the size and location of all onsite oak trees and will indicate which trees are to be removed or retained as a part of the Project. Approval of the Final Development Plan and issuance of grading permits shall not occur unless the County has adopted an offsite oak tree mitigation program that fully complies with General Plan Policies 7.4.4.4 and 7.4.2.8 and the applicant has submitted a project-specific oak tree mitigation plan which the County finds fully compliant with the adopted offsite oak tree mitigation program. Should the County fail to adopt an offsite oak tree mitigation program, the project must be redesigned to allow for onsite retention. This redesign shall be subject to subsequent environmental review.

MM BIO-3b Any oak trees on the project site that are not removed, and any oak trees on adjacent properties that are within 200 feet of grading

activity shall be protectively fenced 5 feet beyond the dripline and root zone of each tree (as determined by a certified arborist). This fence, which is meant to prevent activities that result in soil compaction beneath the canopy or over the root zone, shall be maintained until all construction activities are complete. No grading, trenching, or movement of construction equipment shall be allowed to occur within fenced areas. Protection for oak trees on slopes and hillsides will include installation of a silt fence. A silt fence shall be installed at the upslope base of the protective fence to prevent any soil drifting down over the root zone.

MM BIO-3c To ensure that proposed replacement trees survive, a mitigation monitoring plan, including provisions for necessary replacement of trees, shall be incorporated into the preservation and replacement plan. Detailed performance standards shall be included to ensure that an 80 percent survival rate is achieved over a 5-year period. Annual reports identifying planting success and monitoring efforts shall be submitted to El Dorado County Planning Services and California Department of Fish and Game. During monitoring, the following information shall be evaluated: average tree height, percent of tree cover, tree density, percent of woody shrub cover, seedling recruitment, and invasion by non-native species. Temporary irrigation equipment shall be installed to facilitate sapling survival during the first several years of growth. During the revegetation process, tree survival will be maximized by using deer screens or other maintenance measures as recommended by a certified arborist.

D. Cultural Resources

(1) Potential Impact: Project implementation could cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: Based on the records search, 26 cultural resource sites have been recorded within a 0.25-mile radius of the proposed project site. However, only two of the 26 sites were identified to have the potential to be impacted by the implementation of the Project. During the course of both the

original pedestrian survey conducted on November 15, 2007 and the site relocation survey on February 8, 2008, no prehistoric or historic resources were observed within the proposed project site. As a result, implementation of the Project would result in no impacts to known historical resources.

However, the possibility exists that subsurface construction activities may encounter undiscovered historic resources. In this respect, this is a potentially significant impact. Mitigation Measure CUL-1 would reduce this potentially significant impact to a level of less than significant.

MM CUL-1 If a potentially significant cultural resource is encountered during subsurface earthwork activities for the Project, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. El Dorado County shall require the Project applicant to include a standard inadvertent discovery clause in every construction contract and inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded and the State Historic Preservation Officer and Indian tribes with concerns about the property, and the Advisory Council on Historic Preservation will be notified within 48 hours in compliance with 36 CFR.800.13(b)(3). Potential resources will be evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report and file it with the appropriate Information Center, and provide for the permanent curation of the recovered materials. Construction activities within the 100-foot radius may continue once all appropriate recovery measures have been completed.

Offsite Improvements: During the course of the pedestrian survey conducted on August 16, 2011, no prehistoric or historic resources were observed within the offsite roadway improvement areas. As a result, implementation of the Project would result in no impacts to known historical resources. However, the possibility exists that subsurface construction activities may encounter undiscovered historic resources. In this respect, this is a potentially

significant impact. Implementation of Mitigation Measure CUL-1 would reduce this potentially significant impact to a level of less than significant.

MM CUL-1 If a potentially significant cultural resource is encountered during subsurface earthwork activities for the Project, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. El Dorado County shall require the Project applicant to include a standard inadvertent discovery clause in every construction contract and inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded and the State Historic Preservation Officer and Indian tribes with concerns about the property, and the Advisory Council on Historic Preservation will be notified within 48 hours in compliance with 36 CFR.800.13(b)(3). Potential resources will be evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report and file it with the appropriate Information Center, and provide for the permanent curation of the recovered materials. Construction activities within the 100-foot radius may continue once all appropriate recovery measures have been completed.

(2) Potential Impact: The Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: Based on communications with the Native American Heritage Commission (NAHC) in Sacramento, there were no sacred sites included in the proposed project site that was listed in the NAHC Sacred Lands File. The pedestrian survey conducted during the cultural resource assessment did not find any evidence suggesting that archaeological resources

could be present. However, the possibility exists that subsurface construction activities may encounter undiscovered archaeological resources. Accordingly, this is a potentially significant impact. Mitigation Measure CUL-1 would reduce this potentially significant impact to a level of less than significant.

MM CUL-1 If a potentially significant cultural resource is encountered during subsurface earthwork activities for the Project, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. El Dorado County shall require the Project applicant to include a standard inadvertent discovery clause in every construction contract and inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded and the State Historic Preservation Officer and Indian tribes with concerns about the property, and the Advisory Council on Historic Preservation will be notified within 48 hours in compliance with 36 CFR.800.13(b)(3). Potential resources will be evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report and file it with the appropriate Information Center, and provide for the permanent curation of the recovered materials. Construction activities within the 100-foot radius may continue once all appropriate recovery measures have been completed.

Offsite Improvements: Based on communications with the Native American Heritage Commission (NAHC) in Sacramento, there were no sacred sites included in the offsite improvement areas that were listed in the NAHC Sacred Lands File. The pedestrian survey conducted at the offsite roadway improvement areas did not find any evidence suggesting that archaeological resources could be present. However, the possibility exists that subsurface construction activities may encounter undiscovered archaeological resources. Accordingly, this is a potentially significant impact. Mitigation Measure CUL-1 would reduce this potentially significant impact to a level of less than significant.

MM CUL-1 If a potentially significant cultural resource is encountered during subsurface earthwork activities for the Project, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. El Dorado County shall require the Project applicant to include a standard inadvertent discovery clause in every construction contract and inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded and the State Historic Preservation Officer and Indian tribes with concerns about the property, and the Advisory Council on Historic Preservation will be notified within 48 hours in compliance with 36 CFR.800.13(b)(3). Potential resources will be evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report and file it with the appropriate Information Center, and provide for the permanent curation of the recovered materials. Construction activities within the 100-foot radius may continue once all appropriate recovery measures have been completed.

(3) Potential Impact: The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: The paleontological record search of the UCMP stated that, because of the unlikelihood of potentially significant paleontological resources in the proposed project area, no paleontological surveys or construction monitoring was required. Furthermore, the Cultural Resources Assessment (CRA) did not find any evidence suggesting that paleontological resource could be present onsite. Therefore, potentially significant impacts to paleontological resources would be less than significant.

Offsite Improvements: The paleontological record search of the UCMP stated that, because of the unlikelihood of potentially significant paleontological resources in the offsite roadway improvement area, no paleontological surveys or construction monitoring was required. Furthermore, the CRA did not find any evidence suggesting that paleontological resources could be present onsite. Therefore, potentially significant impacts to paleontological resources would be less than significant.

(4) Potential Impact: Project implementation would potentially disturb human remains, including those interred outside of formal cemeteries.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: There are no known burial sites on the project site. The CRA did not find any evidence suggesting that burial sites could be present onsite. In the event that unknown remains are discovered on the project site during construction activities, compliance with California Health and Safety Code 7050.5 is required. There is always the unlikely event that ground-disturbing activities during construction may uncover previously unknown buried human remains. Should this occur, federal laws and standards apply, including the Native American Graves Protection and Repatriation Act (NAGPRA) and its regulations found in the Code of Federal Regulations. Implementation of Mitigation Measure CUL-4 would ensure impacts are less than significant.

MM CUL-4 If human remains are encountered during earth-disturbing activities for the Project, all work in the adjacent area shall stop immediately and the El Dorado County Coroner's office shall be notified. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.

Onsite Improvements: There are no known burial sites on offsite roadway improvement areas. The CRA did not find any evidence suggesting that burial sites could be present. In the event that unknown remains are discovered on the project site during construction activities, compliance with California Health and Safety Code 7050.5, outlined above, is required. There is always the unlikely event that ground-disturbing activities during construction may uncover previously unknown buried human remains. Should this occur, federal laws and standards apply, including the Native American Graves Protection and Repatriation Act (NAGPRA) and its regulations found in the Code of Federal Regulations. Implementation of the Mitigation Measure CUL-4 would ensure impacts are less than significant.

MM CUL-4 If human remains are encountered during earth-disturbing activities for the Project, all work in the adjacent area shall stop immediately and the El Dorado County Coroner's office shall be notified. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.

E. Geology, Soils, and Seismicity

(1) Potential Impact: The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving the 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.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: there are no known active or potentially active faults or fault traces crossing the site. Therefore, the project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The resulting fault rupture impact is anticipated to be less than significant and no mitigation is required.

Offsite Improvements: There are no known active or potentially active faults or fault traces associated with offsite transportation improvements. Therefore, offsite improvements are not located within a currently designated Alquist-Priolo Earthquake Fault Zone, and impacts associated with the potential for fault rupture at offsite transportation improvement areas are anticipated to be less than significant. No mitigation is required

(2) Potential Impact: The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: The potential exists for ground accelerations as high as 0.4g from strong earthquakes along the Foothills Fault Zone, resulting in a moderate to low potential for severe ground shaking in the project area

(EDAW 1998). However, based on a literature review of shear-wave velocity characteristics conducted pursuant to the Geotechnical Report (Appendix G) and subsurface interpretations, it was determined that the required compliance with the California Building Code would ensure that impacts associated with strong seismic ground shaking would be less than significant. Accordingly, as the Project would be designed to comply with all applicable state and local regulations, including the California Building Code, impacts related to this issue would be less than significant.

Offsite Improvements: the potential exists for ground accelerations as high as 0.4g from strong earthquakes along the Foothills Fault Zone, resulting in a moderate to low potential for severe ground shaking in the project area (EDAW 1998). However, proposed offsite improvements are roadway improvements; thus, impacts associated with strong seismic ground shaking would be less than significant. In addition, because the Project would be designed to comply with all applicable state and local regulations, all impacts related to the exposure of people of structures to strong seismic ground shaking would be less than significant.

(3) Potential Impact: The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving ground failure or liquefaction.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: Because of the absence of a permanent elevated groundwater table, the relatively shallow depth to bedrock and the relatively low seismicity of the area, the potential for damage due to site liquefaction and slope instability onsite is considered low. Therefore, impacts associated with ground failure and liquefaction would be less than significant and no mitigation is required.

Offsite Improvements: Because of the absence of a permanent elevated groundwater table, the relatively shallow depth to bedrock, and the relatively low seismicity of the area, the potential for damage due to site liquefaction and slope instability is considered low within the offsite roadway improvement areas. Therefore, impacts associated with ground failure and liquefaction would be less than significant and no mitigation is required.

(4) Potential Impact: The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving landslides.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: The project site occurs on land that contains gentle slopes, with an overall relief of approximately 66 feet. No steep hillsides are adjacent to the project site. The Project would be graded to create a generally level site, and any slopes created during grading activities would be designed to ensure that landslides would not occur. The proposed detention basin's slopes would be engineered at no more than a 2:1 ratio in accordance with the tentative grading plan. Since the Project would not include steep slopes or other features that may result in landslides and all slopes would be engineered, impacts associated with this issue would be less than significant and no mitigation is required.

Offsite Improvements: The offsite roadway improvement areas consist of roadways located on engineered soils. Slopes may be located adjacent to the roadways and any alterations would be engineered and implemented in such a way that landslides would not occur. Impacts associated with this issue would be less than significant and no mitigation is required.

(5) Potential Impact: The Project could result in substantial soil erosion or the loss of topsoil.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: During construction activities of the Project, soil would be exposed, and there would be an increased potential for wind and soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The increased water erosion potential could result in short-term water quality impacts as identified in Section 4.7, Hydrology and Water Quality. These water-related impacts would be reduced to a level considered less than significant through implementation of Mitigation Measure HYD-1 identified in Section 4.7, Hydrology and Water Quality, which include best management practices (BMPs). Furthermore, the Project applicant is required to adhere to the requirements of the General Construction Permit and utilize typical BMPs specifically identified in the SWPPP for the Project in order to prevent construction pollutants from contacting stormwater and to keep all products of erosion from moving offsite into receiving waters.

Wind erosion would also have the increased potential to occur during project construction. The Natural Resource Conservation Service categorizes soils

into wind erodibility groups (WEGs) 1 through 8. Group 1 soils are the most susceptible to wind erosion, while Group 8 soils are least susceptible to wind erosion. Soils within the project site are categorized as WEG 5 (Dfb and DfC), and 8 (PrD). The majority of earth disturbance would take place within the PrD soils, which have a WEG of 8 and are least susceptible to wind erosion. Therefore, the Project would not result in substantial soil erosion or the loss of topsoil due to wind erosion.

MM HYD-1 Prior to the issuance of grading permits for the Project, the applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the County of El Dorado Department of Transportation that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures shall be employed for disturbed areas.
- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the Central Valley Regional Water Quality Control Board to determine adequacy of the measure.
- Testing for increased stormwater pH levels as a result of contact with onsite lime deposits.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

Offsite Improvements: During offsite roadway construction activities associated with the Project, soil would be exposed, and there would be an increased potential for wind and soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The increased water erosion potential could result in short-term water quality impacts as identified in Section 4.7, Hydrology and Water Quality. These water-related impacts would be reduced to a level considered less than significant through implementation of Mitigation Measure HYD-1 identified in Section 4.7, Hydrology and Water Quality, which include best management practices (BMPs). Furthermore, the Project applicant is required to adhere to the requirements of the General Construction Permit and utilize typical BMPs specifically identified in the SWPPP for the Project in order to prevent construction pollutants from contacting stormwater and to keep all products of erosion from moving offsite into receiving waters.

Wind erosion would also have the increased potential to occur during project construction. Soils within offsite roadway improvement areas range from WEG 5 to 8, which are less susceptible to wind erosion. Therefore, the offsite improvements would not result in substantial soil erosion or the loss of topsoil due to wind erosion.

MM HYD-1 Prior to the issuance of grading permits for the Project, the applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the County of El Dorado Department of Transportation that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures shall be employed for disturbed areas.
- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as

inadvertent petroleum release) is required by the Central Valley Regional Water Quality Control Board to determine adequacy of the measure.

- Testing for increased stormwater pH levels as a result of contact with onsite lime deposits.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

(6) Potential Impact: The Project would 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.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: Because grading would engineer all onsite slopes and because there are no hillsides adjacent to the project area susceptible to landslides, landslides are not expected to occur. Furthermore, soil conditions at the project site do not indicate the potential for lateral spreading, subsidence, liquefaction or collapse. However, as noted in the Geotechnical Engineering Study, unstable geologic conditions may be present on the project site as a result of corrosive soils and non-engineered fills.

Laboratory testing indicates that the onsite, lime-enriched soils have a moderate potential for sulfide attack of concrete, which is regarded as corrosive and therefore would result in a potentially significant impact. Mitigation Measure GEO-6a would reduce the project impacts related to corrosive soils to less than significant.

The existing project site contains non-engineered fills, fill stockpiles and lime sludge materials that are relatively loose and are not considered suitable for support of the Project in their current condition. As such, potentially significant impacts would occur associated with geological instability that may result in settlement or collapse of structures constructed on the site. The Geotechnical Engineering Study contained in Appendix G of the Draft EIR contains specific construction recommendations to reduce project impacts associated with settlement potential to a less than significant level. Therefore, implementation of Mitigation Measure GEO-6b will reduce project impacts related to geologic instability to a less than significant level.

MM GEO-6a Prior to issuance of a building permit, the County Building Official shall ensure that the construction drawings contain the following measures:

a). Type V cement, and a minimum water/cement ratio of 0.50 and minimum compressive strength of 4,000 psi in accordance with current CBC and industry standards shall be used in the construction of the Project.

b). Plastic pipes or other non-ferrous conduits shall be utilized for all underground utilities installed on the project site.

Any plans submitted by the Project applicant in support of a building permit shall specifically note the requirements of this mitigation measure.

MM GEO-6b The grading plans for each grading permit shall reflect conformance with the recommendations included in the Geotechnical Engineering Study on the proposed project site prepared by Youngdahl Consulting Group, Inc., titled "Geotechnical Engineering Study for Diamond Dorado Commercial Center Hwy 49 and (Future) Diamond Springs Pkwy, Placerville, California" (included in Appendix G of this EIR). Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the Project's geotechnical consultant as summarized in the Geotechnical Engineering Study.

Offsite Improvements: Proposed offsite roadway improvements associated with the Project contain varied terrain with some areas exceeding 40 percent slope. Prior to roadway construction, grading activities would reduce the severity of onsite slopes, and all remaining slopes would be engineered at a slope ratio at or less than 2:1. Because grading would engineer all roadway improvement slopes and because there are no hillsides adjacent to the roadway improvements susceptible to landslides, landslides are not expected to occur. Furthermore, soil conditions at offsite roadway improvement areas do not indicate the potential for lateral spreading, subsidence, liquefaction or collapse. However, unstable geologic conditions may be present at the offsite improvement locations as a result of corrosive soils and non-engineered fills. Site-specific subsurface soil conditions and groundwater conditions underlying each proposed intersection improvement would be verified during the Plans, Specifications, and Estimates phase, and any new roadway would be constructed to the County's standard design and construction guidelines; this would render project impacts related to corrosive soils and non-engineered fills less than significant.

(7) Potential Impact: The Project would not be located on expansive soil, as defined in Section 1803.5 of the 2010 California Building Code, creating substantial risks to life or property.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: Expansive soils contain types of clay minerals that occupy considerably more volume when they are wet or hydrated than when they are dry or dehydrated. Volume changes associated with changes in the moisture content of near-surface expansive soils can cause uplift or heave of the ground when they become wet or, less commonly, cause settlement when they dry out. The materials that were encountered on the project site during subsurface explorations are non-plastic materials, which are considered to be relatively non-expansive in nature. Therefore, impacts associated with expansive soils would be less than significant and no mitigation measures are required.

*Offsite Improvements: O*ffsite roadway improvement areas are underlain with soil that is primarily composed of non-plastic materials, which are considered to be relatively non-expansive in nature. Therefore, impacts associated with expansive soils would be less than significant and no mitigation measures are required.

F. Hazards and Hazardous Materials

(1) Potential Impact: The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations, including the preparation of a Hazardous Materials Business Plan, as applicable. Compliance would ensure that humans and the environment are not exposed to hazardous materials. In addition, Mitigation Measure HYD-1 requires the Project applicant to implement a Stormwater Pollution Prevention Plan during construction

activities to prevent contaminated runoff from leaving the project site. As such, impacts would be less than significant during construction activities.

Upon project completion, the project site would consist of a commercial retail center (DDRC) and Throwita Way. Commercial retail centers do not generally require the use, production or disposal of large quantities of hazardous materials. It is likely that small quantities of hazardous materials would be used or sold onsite, and may include cleaning solvents (e.g., degreasers, paint thinners, and aerosol propellants), paints (both latex- and oil-based), acids and bases (such as many cleaners), disinfectants, and fertilizers. Stores would be required to transport, use, store, and sell these materials in a safe manner and according to all applicable federal and State regulations. Substances such as fertilizers and pesticides would be used onsite for the care and maintenance of landscaping. These substances would not be stored onsite and would be used by professionals in accordance with applicable guidelines and regulations.

Vehicles accessing the MRF via Throwita Way may contain hazardous chemicals but would be required to comply with all applicable federal and state regulations regarding the transportation of such materials.

Operation of the proposed gas station would include the transport and use of petroleum chemicals. The El Dorado County Department of Environmental Management's Hazardous Materials Division provides regulation and oversight for hazardous materials, such as gasoline, that are stored in USTs. The proposed gas station would be required to abide by all applicable federal, state, and local regulations regarding USTs. As required by the El Dorado County UST Ordinance No. 4332 (Included in Chapter 8.40 of Title 8 of the El Dorado County Ordinance), the UST operators obtain a permit. In addition, the UST operator would be required to prepare a Hazardous Materials Management Plan and abide by the El Dorado County Hazardous Waste Management Plan.

In summary, the Project would be conditioned to abide by all applicable federal, State, and local regulations regarding the routine transport, use, or disposal of hazardous materials and would be required to implement Mitigation Measure HYD-1. Therefore, impacts would be less than significant.

MM HYD-1 Prior to the issuance of grading permits for the Project, the applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the County of El Dorado Department of Transportation that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for site restoration, BMP implementation, contingency measures,

responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures shall be employed for disturbed areas.
- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the Central Valley Regional Water Quality Control Board to determine adequacy of the measure.
- Testing for increased stormwater pH levels as a result of contact with onsite lime deposits.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

(2) Potential Impact: The Project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant and that no project design features, standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: The project site is not listed on any federal, Tribal, state or local regulatory lists regarding documented environmental conditions. A total of 13 listed sites were identified within 0.5 mile of the project site; however, none of the surrounding listed sites have the potential to impact the project site. Accordingly no impacts from listed hazardous materials sites would occur.

(3) Potential Impact: The development of the Project has the potential to result in the exposure of persons or the environment to hazardous materials associated with past and current uses of the project site.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The project site contains features that could potential result in the exposure of persons and the environment to hazardous materials including lead-based paint, aerially deposited lead, PCBs, and industrial chemicals.

Pavement marking and painted surfaces constructed prior to 1978 within the project study area likely contain lead-based paint. The Project would require the realignment of Throwita Way. Therefore, construction activities related to the Project could result in exposure to lead-containing materials during pavement removal. Exposure and potential contamination related to lead-containing materials are considered to be potentially significant impacts. Mitigation Measure HAZ-3a would require the implementation of Caltrans standard special provisions for removal of existing yellow thermoplastic and yellow paint used for pavement markings.

Aerially deposited lead may occur in roadside soils as the result of lead deposition from past vehicle exhaust. Accordingly, portions of APN 051-250-12 within 30 feet of SR-49 may include aerially deposited lead. The disturbance of lead-containing soils has the potential to create health hazards and could further spread the contaminated soils. Construction activities such as demolition, grading and the unearthing of soils could disturb lead-affected soils, dispersing lead particles through the air where they may affect construction workers, the general public, and the environment. Mitigation Measure HAZ-3b would require a preliminary site investigation to identify the levels of aerially deposited lead in locations along SR-49 where construction activities would require soil disturbance.

Any transformers installed prior to 1979 within the project site may contain PCBs. Mitigation Measure HAZ-3c would require a survey to be conducted for PCB-containing transformers onsite and would require their removal and disposal to be conducted according to PG&E's standards.

The project site was formerly a part of the Diamond Lime Plant. Accordingly, it is likely that hazardous materials and petroleum products were stored and used on the project site during its use as a lime processing facility. Lime deposits may also be present on the project site as a result of the former lime processing facility. Implementation of Mitigation Measure HYD-1 requires the Project applicant to implement a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site, including stormwater that may have an elevated pH as a result of contact with lime deposits. While the Diamond Lime Plant is no longer

located on the project site, soil disturbance at its former location may encounter previously unknown hazardous materials or disposal areas. Inadvertent exposure of hazardous materials, disposal areas, or contaminated soils may cause harmful effects to construction workers and others in the project vicinity. Mitigation Measure HAZ-3d would require monitoring to take place during any soil-disturbing activities.

Based on the Geotechnical Engineering Study for Diamond Dorado Commercial Center, included in this EIR as Appendix G, portions of APN 051-250-51 and APN 051-250-54 contain areas potentially used as sludge ponds in the past. Former sludge ponds may contain hazardous chemicals or contaminated soils, which may present a potentially significant hazardous impact including the increase of stormwater pH levels. Additionally, the northwestern corner of APN 051-250-54, where a stormwater retention basin may be constructed and require excavation, is located within an area identified as historically containing a sludge pond. Implementation of Mitigation Measure HAZ-3d would require monitoring to take place during any soil-disturbing activities and would ensure the identification and proper remediation of any onsite historical sludge ponds. As such, impacts would be reduced to less than significant.

MM HAZ-3a Caltrans standard special provisions for removal of the existing yellow thermoplastic and yellow paint used for pavement markings throughout the project area shall be implemented, and disposal of these materials will occur at a Class 1 disposal facility in accordance with Department of Toxic Substance Control's hazardous materials laws and regulations. All work shall be conducted in accordance with applicable construction worker health and safety requirements, including CalOSHA Construction Safety Orders for lead (Title 8 CCR Section 1532.1). These requirements may include air monitoring during construction, worker training, and preparation of a Lead Compliance Plan prior to construction.

MM HAZ-3b A preliminary site investigation will be conducted prior to construction to identify levels of aerially deposited lead (ADL) in soils within 30 feet of SR-49 that are to be disturbed during project construction. Soil samples shall be tested prior to construction for total and/or soluble lead to properly classify the soils and ensure that all necessary soil management and disposal procedures are followed.

If ADL is encountered, the Project applicant or its contractor will prepare a Lead Compliance Plan in compliance with Title 8, California Code of Regulations, Section 1532.1 "Lead." The Plan will include monitoring, and average ADL concentrations shall not exceed 1.5 microgram per cubic meter of air per day. If

concentrations exceed this level, the contractor shall stop work and modify the work to prevent release of ADL. The Plan will also include safety training for construction personnel. Excavation, reuse, and disposal of material with ADL shall be in conformance with all rules and regulations of responsible federal and State agencies.

MM HAZ-3c Prior to the start of project activities, the Project applicant will contact PG&E to determine the presence or absence of potentially polychlorinated biphenyls (PCB)-containing transformers within the project site. If PCB containing transformers are located on the Project and require disturbance or removal, the Project applicant will adhere to PG&E's standard handling procedures that include safety measures to contain PCBs substances and implement proper disposal.

MM HAZ-3d A Registered Environmental Assessor (REA) that is certified by the California Department of Toxic Substances Control shall provide onsite monitoring of construction activities for parcels formerly part of the Diamond Lime Plant (APNs 051-250-51 and 54) to observe for the potential indication of hazardous materials releases, disposal areas or contaminated soils. If the REA identifies environmental conditions that require remediation or require further investigation, construction activities shall cease to allow the Project applicant to prepare and submit a site remediation permit application and draft work plan to the El Dorado County Department of Environmental Management. To document the implementation of the prescribed mitigation measure, the contracted REA must provide a memorandum of observations to the El Dorado County Department of Environmental Management.

MM HYD-1 Prior to the issuance of grading permits for the Project, the applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the County of El Dorado Department of Transportation that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures shall be employed for disturbed areas.

- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the Central Valley Regional Water Quality Control Board to determine adequacy of the measure.
- Testing for increased stormwater pH levels as a result of contact with onsite lime deposits.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

(4) Potential Impact: The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: The Project's construction and operation would not affect the provision of emergency services or area evacuation in the event of a major emergency. Project construction activities would be coordinated with local law enforcement and emergency services providers. As a result of this coordination, law enforcement and emergency service providers would be aware of project construction and the potential for any emergency vehicle movement delays within the project area, and measures to avoid such delays would be determined. Accordingly, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

(5) Potential Impact: The Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires (including

where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: The project site is surrounded by industrial land uses, rural residences, and undeveloped land. According to the El Dorado County General Plan, the project site is located in a moderate fire hazard area. The project site, following construction, would consist primarily of concrete structures and paving materials, which are not associated with the generation or spread of wildland fire. The Project would include the installation of fire suppression systems (e.g., fire hydrants, fire sprinklers, smoke detectors) in accordance with the California Fire Code. The proposed structures would be reviewed by the Diamond Springs-El Dorado Fire Protection District (District) to ensure that the design meets the Districts standards, including those for building materials, sprinklers, internal fire walls and access for emergency vehicles. For these reasons, the development of the Project would not expose persons or structures to wildland fire risks. Impacts would be less than significant.

(6) Potential Impact: The Project has the potential to expose people to a significant risk of loss, injury, or death resulting from accidental drowning.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: the Project may construct, should it be deemed necessary, a detention basin north of the Parkway. If implemented, the detention basin would present a potential accidental drowning hazard during the brief period it would be filled by runoff from the project site. Implementation of Mitigation Measure HAZ-6, requiring safety fencing, would reduce this impact to a less than significant level.

MM HAZ-6 The detention basin constructed as a part of the Diamond Dorado Retail Center shall be designed to protect the safety of any persons coming in contact with the system, including but not limited to avoidance of slopes greater than 3:1, protected outlet structures, safety fencing, and appropriate signage. Fencing shall also be constructed along the unnamed drainage bordering the project site to limit any potential for people to suffer a significant risk of loss, injury, or death resulting from accidental drowning.

G. Hydrology and Water Quality

(1) Potential Impact: The Project has the potential to violate a water quality standard or waste discharge requirement.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: The Project may result in an increase of pollutants in local stormwater discharge associated with construction and use of the Project. Project implementation would require extensive grading and construction activities. During these activities, there would be the potential for surface water to carry sediment from onsite erosion and other anthropogenic pollutants into the stormwater system and local waterways.

Construction of the proposed project would also require the use of gasoline- and diesel-powered heavy equipment such as bulldozers, backhoes, water pumps, and air compressors. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances would be utilized during construction. An accidental release of any of these substances could degrade the water quality of the surface water runoff and add additional sources of pollution into the drainage system.

The Project would increase the amount of impervious surface. The Project would also include the construction of a detention basin located in an area where a sludge pond, associated with the historical Diamond Lime Plant, was located. The former sludge pond may contain hazardous chemicals or contaminated soils, which may present a potentially significant impact, including the increase of stormwater pH levels as a result of lime deposits.

NPDES stormwater permitting is required by the State Water Board's Construction General Stormwater Permit (General Permit). The General Permit regulates stormwater discharges from construction sites. Under the General Permit, the preparation and implementation of SWPPPs are required for construction activities more than 1 acre in area. The SWPPP must identify potential sources of pollution that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement BMPs that ensure the reduction of these pollutants during stormwater discharges.

Implementation of Mitigation Measure HYD-1 requires the Project applicant to implement an SWPPP during construction activities to prevent contaminated runoff from leaving the project site, including stormwater that may have an elevated pH as a result of contact with lime deposits. The implementation of the mitigation measure would ensure that potential, short-

term, construction water quality impacts are reduced to a level of less than significant.

MM HYD-1 Prior to the issuance of grading permits for the Project, the applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the County of El Dorado Department of Transportation that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures shall be employed for disturbed areas.
- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the Central Valley Regional Water Quality Control Board to determine adequacy of the measure.
- Testing for increased stormwater pH levels as a result of contact with onsite lime deposits.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

Offsite Improvements: Proposed offsite roadway improvements may result in an increase of pollutants in local stormwater discharge associated with construction. In addition, as in onsite improvements, development of the roadway improvements would require extensive grading and construction

activities, which carries the potential for surface water to convey sediment from roadway construction site erosion and small quantities of pollutants to enter the stormwater system. Soil erosion may occur during construction in areas where temporary soil storage is required. Small quantities of pollutants have the potential for entering the storm drainage system, thereby potentially degrading water quality.

Construction of offsite roadway improvements would also require the use of gasoline- and diesel-powered heavy equipment, such as bulldozers, backhoes, water pumps, and air compressors. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, and other substances would be utilized in heavy equipment during construction. An accidental release of any of these substances could degrade the water quality of the surface water runoff and add additional sources of pollution into the drainage system.

Mitigation Measure HYD-1 would require the Project applicant to prepare and implement an SWPPP. The implementation of the mitigation measure would ensure that potential, short-term, construction water quality impacts are reduced to a level of less than significant.

MM HYD-1 Prior to the issuance of grading permits for the Project, the applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the County of El Dorado Department of Transportation that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures shall be employed for disturbed areas.
- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as

inadvertent petroleum release) is required by the Central Valley Regional Water Quality Control Board to determine adequacy of the measure.

- Testing for increased stormwater pH levels as a result of contact with onsite lime deposits.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

(2) Potential Impact: The Project does not have any characteristics that would contribute to groundwater overdraft or interfere with groundwater recharge.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: No defined groundwater basins are located in El Dorado County. Construction activities associated with the Project may use water for dust control and other purposes. Water would be provided by a contracted service and would not deplete any groundwater supplies. Upon completion, the Project would be served by EID, which provides water from surface water sources. Accordingly, no groundwater wells would be drilled onsite as a part of the Project.

The Project would increase the amount of impervious surface. Stormwater runoff that would otherwise percolate to the groundwater below the project site would be directed to existing unlined conveyance features where percolation would occur.

Since no defined groundwater basins are located in El Dorado County and the Project would be served by surface waters, potential impacts to groundwater would be less than significant.

Offsite Improvements: No defined groundwater basins are located in El Dorado County. Construction activities associated with the Project may use water for dust control and other purposes. Water would be provided by a contracted service and would not deplete any groundwater supplies. In addition, because offsite improvements are roadways, no water will be required to serve the improvement areas upon completion of construction.

It should be noted that offsite roadway improvement areas would increase the amount of impervious surfaces within the area. Stormwater runoff that would

otherwise percolate to the groundwater below the project site would be directed to existing unlined conveyance features where percolation would occur. However, as with onsite improvements, since no defined groundwater basins are located in El Dorado County, potential impacts to groundwater from offsite roadway improvements would be less than significant.

(3) Potential Impact: The Project does not have the potential to alter the existing drainage pattern which could result in substantial erosion, siltation, or flooding on- or off-site.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: Existing onsite stormwater drainage consists primarily of sheetflows or surface runoffs to the unnamed drainage channel to the west, a roadside ditch along Diamond Road (SR-49), a storm drain system near Bradley Drive, and a storm drain system in Throwita Way. Construction activities would have the potential to result in erosion or siltation. Accordingly, implementation of Mitigation Measure HYD-1 would ensure substantial erosion or siltation would not occur on- or offsite. Furthermore, as required by General Plan Policy 7.3.2.2, an erosion control plan must be prepared prior to the provision of a grading permit. The erosion control plan would limit stormwater runoff and discharge from the project site during construction activities.

The Project would permanently convert the project site from disturbed and undeveloped uses to commercial retail uses. The existing onsite drainage channel, located along the west side of the project site, would be channelized to connect with the culverted portion of drainage extended beneath the Diamond Springs Parkway, thereby permanently altering existing onsite drainage. As required by Mitigation Measure BIO-2a, a Section 404 permit from USACE and a Section 1602 Lake and Streambed Alteration Agreement from CDFG would be obtained.

The Project would construct a network of storm drain piping and inlets throughout the DDRC site. The storm drain system would convey runoff to one of four discharge points. Post-development discharge flows were calculated for the site as analyzed in the Draft EIR in compliance with the County of El Dorado Drainage Manual. As indicated by the calculation, flows would decrease at all discharge points except discharge point one. Flows at discharge point one would increase by 0.9 cubic feet per second (cfs), or 1 percent, for both the 10-year and 100-year storm event. Accordingly, the stormwater system has been designed to avoid flooding on and offsite.

However, as noted in the Drainage Study, the negligible (one percent increase) impact of the proposed development's stormwater flows was

reached by a careful allocation of the project site's stormwater flows to designated discharge points and features. Accordingly, minor changes to the proposed drainage plan may result in changed post-construction runoff and potential impacts, including flooding or increased erosion may occur. The Drainage Study indicated that, should it be deemed necessary, a detention basin for discharge point one could be constructed in the northwest corner of the project site, north of the separately proposed and approved Diamond Springs Parkway ROW. It has been conservatively assumed that the detention basin would occur as a part of the Project. The detention basin would provide approximately 0.7 acre of volume storage and would reduce post-development flows at discharge point one to 55.2 cfs for a 10-year storm event and 80.9 cfs for a 100-year storm even thereby further ensuring on- or -off site flooding would not occur. El Dorado County requires that a final drainage plan be submitted for review and approval. Implementation of the County approved drainage plan would ensure impacts resulting from drainage would be less than significant.

Offsite Improvements: Existing stormwater drainage at the offsite roadway improvement areas consists primarily of sheetflows or surface runoffs to roadside ditches along the proposed offsite roadway improvement areas. Roadway construction activities would have the potential to result in erosion or siltation. Implementation of Mitigation Measure HYD-1 would ensure substantial erosion or siltation would not occur on- or offsite. Furthermore, as required by General Plan Policy 7.3.2.2, an erosion control plan must be prepared prior to the provision of a grading permit. The erosion control plan would limit stormwater runoff and discharge from the project site during construction activities.

(4) Potential Impact: The Project does not have the potential to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. .

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: According to the Drainage Study, the Project would implement a stormwater drainage system that would decrease stormwater flows at all discharge points except discharge point one. Flows at discharge point one would increase by 0.9 cfs, or 1 percent, for both the 10-year and 100-year storm event. Stormwater would eventually flow to Weber Creek, which has a 100-year storm level of approximately 7,381 cfs. The increase of 0.9 cfs is minimal and would not exceed the capacity of existing or planned stormwater drainage systems. These increases would be reduced by the construction of a detention basin to properly attenuate stormwater flows. A final drainage plan would be submitted to and approved by El Dorado County and would ensure impacts to drainage capacity are less than significant.

Offsite Improvements: Proposed offsite roadway improvements would implement a stormwater drainage infrastructure that would divert runoff from the roadway into a series of drainage ditches and storm drains. Runoff from the offsite roadway improvements would not exceed the capacity of existing or planned stormwater drainage systems. Final drainage plans would be submitted to and approved by El Dorado County and would ensure impacts to drainage capacity resulting from the offsite roadway improvements are less than significant.

(5) Potential Impact: The Project has the potential to substantially degrade water quality.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: The Project may result in an increase of pollutants in local stormwater discharge associated with construction and use of the Project and, therefore, would degrade water quality. Implementation of Mitigation Measure HYD-1 would ensure water quality impacts would be reduced to a less than significant level.

MM HYD-1 Prior to the issuance of grading permits for the Project, the applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the County of El Dorado Department of Transportation that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures shall be employed for disturbed areas.
- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal

sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the Central Valley Regional Water Quality Control Board to determine adequacy of the measure.

- Testing for increased stormwater pH levels as a result of contact with onsite lime deposits.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

Offsite Improvements: Offsite roadway improvements may result in an increase of pollutants in local stormwater discharge associated with construction and use of the Project and could potentially degrade water quality. Implementation of Mitigation Measure HYD-1 would ensure water quality impacts would be reduced to a less than significant level.

MM HYD-1 Prior to the issuance of grading permits for the Project, the applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the County of El Dorado Department of Transportation that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures shall be employed for disturbed areas.
- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where

verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the Central Valley Regional Water Quality Control Board to determine adequacy of the measure.

- Testing for increased stormwater pH levels as a result of contact with onsite lime deposits.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

H. Land Use

(1) Potential Impact: The Project would not physically divide an established community.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: The project site includes areas of highly disturbed land, ruderal (weedy) vegetation, large shrubs and trees, and Throwita Way. Large portions of the project site are currently used or have been used in the past for storage and parking for the nearby industrial land uses. Surrounding areas consist of existing industrial and commercial land uses to the north and west; scattered residential and undeveloped land to the east; and industrial, commercial, residential, and undeveloped land to the south. These land uses are non-dependent on one another. The Diamond Dorado Retail Center would be a logical extension of the existing commercial and industrial land uses south and east of the proposed project site, thereby adding continuity to the existing land uses. Accordingly, the Project would not physically divide an established community and impacts would be less than significant.

(2) Potential Impact: The Project would not conflict with any applicable provisions of the El Dorado County General Plan.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: Policy 2.2.5.20 of the County's General Plan requires new development to be consistent with the General Plan and the requirements of all applicable County ordinances, policies, and regulations. The project site is currently zoned as industrial, however, approval of the requested General Plan Amendment and rezone would redesignate the project

site for commercial uses and bring the Project into compliance and would conform to the Goals and Policies set forth in the County's General Plan. Changes resulting from the implementation of the land use redesignation would be speculative, given there are no separate Industrial land use projects proposed for the project site to be compared against the Project. In accordance with CEQA Guidelines Section 15145, forecasting future land uses is speculative in this respect and, therefore, does not warrant further discussion. Because the FARs for both land use designations are the same, it is reasonable to assume that changes resulting from the redesignation would not be significant.

By designating and zoning the site for commercial uses, and developing the DDRC, the County would be taking steps to achieve the economic growth outlined in the County's General Plan. The Economic Development Element of the General Plan indicates the County's intent to provide expanded shopping opportunities to the residents of El Dorado County while improving retail sales capture within the County and promoting job generating land uses (refer to Policies 10.1.5.5, 10.1.9.3, and 10.2.4.3). In addition, the General Plan emphasizes the importance of locating new development in an area with existing infrastructure and acceptable service levels (Policy 10.2.1.8). Additionally, the DDRC would be accessible from the proposed El Dorado Multi-Use Trail and provide pedestrian walkways that connect the various buildings and establishments of the DDRC, which realizes Policy TC-4i of the General Plan. The Project's consistency with applicable General Plan policies and goals were analyzed in each topical section of the Draft EIR, and the project was determined to be consistent. Accordingly, the Project would not conflict with any applicable provisions of the El Dorado County General Plan.

(3) Potential Impact: The Project would not conflict with an applicable provision of the El Dorado County Ordinance Code.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: The project site is currently zoned for Industrial (I) use. Approval of the Project would include a rezone to General Commercial with a Planned Development overlay (CG-PD) and Development Plan. The DDRC has been designed to comply with applicable regulations set forth by the Zoning Ordinance for General Commercial (CG) zoned parcels with applicable modifications allowed through the Development Plan. The DDRC would conform to the minimum lot area, width, and yard guidelines. Buildings proposed as a part of the DDRC would be less than 50 feet in height.

In addition to a rezone to General Commercial (CG) and Planned Development (PD) overlay, the Project applicant is requesting the adoption of a Preliminary Development Plan for the commercial center. The Preliminary Development Plan will be finalized prior to Project construction. Under a

Development Plan, the Project would be allowed to vary from the regulations of the underlying zoning district. Application of the PD overlay allows approval of the proposed Development Plan, thereby making the proposed Development Plan consistent with the Zoning Ordinance.

Project signage has been developed consistent with the Missouri Flat Design Guidelines. The Project applicant has already submitted a sign plan as part of the Preliminary Development Plan application for review and approval. As previously noted, this sign plan has been designed in accordance with the Missouri Flat Design Guidelines and, in addition, is consistent with the existing visual character of the surrounding area.

The DDRC falls under the category of a regional shopping center and is therefore required to provide 1 parking space for every 300 square feet of gross floor area (3.33 spaces per 1,000 square feet), consistent with the El Dorado County Zoning Ordinance for a minimum of 804 parking spaces. The DDRC would consist of 241,415 square feet and includes 1,228 total parking spaces and therefore meets the minimum requirement. Parking stalls and lots are designed according to the design and construction standards set forth in Chapter 17.18.030 and 17.18.070. The project provides a minimum of five loading spaces designed in accordance with Chapter 7.18.080 of the Ordinance Code. Landscaping buffers and parking lot shade trees would be provided.

(4) Potential Impact: The Project would not conflict with any applicable provisions of the Missouri Flat Design Guidelines.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: The project site is located within the boundaries of the Missouri Flat Design Guidelines (Guidelines). The underlying (proposed) zone district of General Commercial with a Planned Development overlay (CG-PD) (along with DDRC's Development Plan) sets forth the base for development standards for the proposed DDRC Project. The Guidelines are voluntary and primarily involve design and architecture standards that have been incorporated into the Project. Accordingly, impacts would be less than significant.

I. Noise

(1) Potential Impact: The Project has the potential to result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: The Project would include loading docks and a truck turn-around area at the Major 1 building near an adjacent residential property line. However, the distance between the onsite operation noises and the residential property is sufficient enough to attenuate noise levels to acceptable standards. Noise related to onsite truck circulation and the loading dock would not result in onsite operational impacts to the nearby residential property due to a sufficient distance of separation. Accordingly, impacts would be less than significant.

The Project would include the use of rooftop mechanical equipment such as HVAC systems. Rooftop HVAC systems tend to generate noise of approximately 45 dB Leq at 100 feet from the project building façades, accounting for shielding provided by the building's parapet. The Project's rooftop mechanical equipment is not expected to exceed applicable noise exposure limits.

The Project's offsite traffic would result in near-term (2015) noise level increases on individual roadway segments from 0 to 12 dB over existing local roadway noise levels without the Project. Similarly, offsite traffic would result in long-term (2025) noise level increases on individual roadway segments from 1 to 12 dB over existing local roadway noise levels without the Project. However, noise exposure from offsite traffic would not exceed the applicable 60 dB Ldn criterion or the applicable +5 dB significance threshold. Accordingly, impacts would be less than significant.

Offsite Improvements: This impact discussion is limited to the construction activities associated with the offsite improvements. Construction activities for offsite improvements would not result in additional operational noise impacts. Therefore, the construction activities would not have the potential to result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

(2) Potential Impact: The Project would not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: The construction of the Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary sources of vibration during construction would be from bulldozers, backhoes, crawler tractors, and scrapers. A large bulldozer would be the piece of equipment that would produce the largest amount of vibration on the project site, at 87 VdB or 0.089 PPV at 25 feet. The closest vibration sensitive land uses are the nearby residences, with the nearest residential structure located approximately 140 feet from the proposed DDRC project site. At this distance, vibration levels would not exceed the 80 VdB threshold. Furthermore, operation of the DDRC would not result in vibration impacts to the closest vibration sensitive land use. Accordingly, construction- and operation-related groundborne vibration impacts would be less than significant.

Offsite Impacts: Construction activities of offsite roadway improvements can produce vibrations that may be felt by adjacent uses. The construction of the offsite roadway improvements would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. In addition, it is anticipated that the primary sources of vibration during construction would be from bulldozers, backhoes, crawler tractors, and scrapers.

The closest vibration sensitive land uses are the nearby residences, with the nearest residential structure located approximately 30 feet from the planned improvements at Pleasant Valley Road/ Forni Road intersection. Because the Pleasant Valley Road/Forni Road intersection improvements would occur nearest the residential structure, it was used as a proxy for all offsite construction vibration impacts. Construction activities at the Pleasant Valley Road/Forni Road intersection will be primarily surficial in nature, and may include minor amounts of pavement removal. However, it is not anticipated that the improvements would require the use of large bulldozers or other large earthmoving equipment. Jackhammers may be utilized during construction, and would likely produce the largest amount of vibration on the project site, at 79 VdB or 0.035 PPV at 25 feet, as shown in Table 4.9 2. This vibration level would not exceed the vibration exposure standards for extremely fragile historic buildings. In addition, no such buildings are located onsite or within the vicinity of the offsite improvements, and therefore, would not be negatively affected.

Vibration levels caused by a jackhammer operating on the edge of the area to be improved during offsite construction at the nearest structure would be approximately 79 VdB (vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source). This vibration level would not exceed the 80 VdB threshold. Therefore, because the Pleasant Valley Road/Forni Road intersection improvements construction vibration would not exceed 80 VdB, it can be assumed that the offsite improvements construction vibration would also not exceed that threshold. Furthermore,

construction hours are limited by General Plan Policy 6.5.1.11 and would ensure a jackhammer is not used at an inappropriate time of the day thereby ensuring vibration would only occur during acceptable construction hours. Accordingly, construction-related groundborne vibration impacts would be less than significant.

(3) Potential Impact: The Project has the potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: Long-term impacts would result from both on- and offsite operational noises associated with the Project. However, the Project is not expected to result in a significant substantial permanent increase in ambient noise levels affecting any sensitive receptors. Accordingly, impacts related to substantial permanent increases in ambient noise levels would be less than significant.

Offsite Improvements: The offsite improvement construction activities would not result in long-term noise impacts, as construction activity would cease at the end of construction. Therefore, the offsite improvements construction has no potential to generate a substantial permanent increase in ambient noise levels.

(4) Potential Impact: The Project has the potential to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: During construction and operation of the Project, construction noise could cause short-term increase in noise levels at existing residences adjacent to construction areas. Construction of the Project could result in maximum noise levels as high as 80 dB Lmax at the nearest residence. Accordingly, noise exposure at this residence is likely to significantly exceed the existing ambient noise exposure and criteria. Although project construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours, temporary or periodic increases in ambient noise levels would result in potentially significant impacts. Accordingly, Mitigation Measure NOI-4a is proposed

requiring the construction of a temporary noise barrier along the north property line of the residential parcel at APN 054-341-04. Implementation of this mitigation would provide approximately 7 to 8 dB reduction for most construction noise sources, thereby satisfying the applicable construction noise exposure. As such, impacts would be less than significant.

It is assumed that regular parking lot sweeping would occur at the proposed DDRC. Sweeper trucks generate noise levels of approximately 76 dBmax at 50 feet. It is expected that during the Project's operational phase, parking lot sweeping would periodically occur within 100 feet of the closest residence to the south of the project site. After the application of a 6-dB reduction due to distance of the nearest residence from a paved area of the Project, it would be expected that noise resulting from parking lot sweeping activities would be approximately 70 dB Lmax at the residential property line. This noise exposure would be expected to exceed the applicable evening and nighttime noise exposure criteria of 64 dB Lmax and 69 dB Lmax, (ambient noise levels of 61 dB Lmax and 66 dB Lmax plus 3 dB), respectively. Accordingly, as a condition of approval of the Project, parking lot sweeping conducted by sweeper trucks would only be allowed during daytime hours (7 a.m. to 7 p.m.). As such, impacts related to temporary or periodic increases in ambient noise levels related to sweeper trucks would be less than significant.

MM NOI-4a Prior to start of construction the Project applicant shall retain a qualified noise consultant to design an appropriate temporary noise barrier to be constructed along the northern property line of APN 054-341-04 that is shared with the Project applicant's adjoining property. The temporary noise barrier shall remain in place until all construction activities have been completed. The design shall be submitted to El Dorado County Planning Services for review and shall be implemented by the Project applicant or its contractors. Within the first week of the start of project construction, noise monitoring shall be conducted by a qualified noise consultant to determine if the temporary noise barrier is providing appropriate noise attenuation. If the appropriate level of noise attenuation is not being provided by the temporary noise barrier, it shall be revised and/or augmented to achieve the required noise attenuation as recommended by the qualified noise consultant. This temporary barrier shall remain in place until all construction activities have been completed or until a qualified noise consultant indicates that any possible further construction activities would not result in noise levels exceeding standards as outlined by El Dorado County.

Offsite Improvements: Construction of the offsite improvements could result the use of jackhammers and small bulldozers, but would not likely utilize heavy equipment or large bulldozers. Assuming that a jackhammer and small

bulldozer would operate at the same time at the Pleasant Valley Road/Forni Road intersection improvements (the improvements nearest to residences), the construction would result in a maximum noise levels as high as 79 dB Lmax at the nearest residence. Accordingly, noise exposure at this residence is likely to significantly exceed the existing ambient noise and criteria. Although project construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours, temporary or periodic increases in ambient noise levels would result in potentially significant impacts. Accordingly, mitigation is proposed requiring the individual review of construction noise impacts and implementation of measures to reduce the impact to less than significant prior to the start of construction activities in accordance with Mitigation Measure NOI-4b. Implementation of this mitigation would provide review of each offsite improvement's construction activity, location of the nearest sensitive receptor, and implementation of measures to reduce the impact to less than the criteria. As such, impacts would be less than significant.

MM NOI-4b Prior to start of construction the for each roadway improvement section, Project applicant shall retain a qualified noise consultant to review proposed construction activity, the location of the nearest sensitive receptor, and design an appropriate temporary noise barrier for each roadway improvement section that would exceed El Dorado County's maximum allowable construction noise exposure-community residential receivers criteria. The design of each measure shall be submitted to El Dorado County Planning Services for review and shall be implemented by the Project applicant or its contractors. Within in the first week of the start of project construction, noise monitoring shall be conducted by a qualified noise consultant to determine if temporary noise barriers are providing appropriate noise attenuation. If the appropriate level of noise attenuation is not being provided by the temporary noise barriers, they shall be revised and/or augmented to achieve the required noise attenuation as recommended by the qualified noise consultant.

I. Public Services and Utilities

(1) Potential Impact: The Project may adversely impact fire protection and emergency medical services.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The Project includes seven new commercial/retail buildings. According to a letter from the Diamond Springs-El Dorado Fire Protection District, dated March 29, 2010, which analyzed the larger project as originally proposed in the Draft EIR, developments similar to that of the Project require approximately 20 hours of staff time per year unrelated to incident responses or construction. Concerning incidents requiring response, similar developments result in approximately 98 calls for service each year, during which 50 percent of the District's emergency resources are required for approximately 45 minutes. The existing Diamond Springs-El Dorado Fire Protection District Capital Improvement Plan, approved under Resolution No. 179-2007 of the Board of Supervisors allows the District to impose development fees. As noted in the resolution, the purpose of the fees is to finance public facilities and equipment to mitigate the impact of development on fire protection services within the District. Fees must be paid prior to the issuance of a building permit. Commercial structures are charged at a rate of $0.77 per square foot. The Project includes a total of 241,415 square feet and, according to this square footage, would be required to pay the District a development fee of $185,889.55. As such, the Project would contribute its fair-share fees to the District, which would assist in needed service capacity increases directly related to the Project.

The District expressed concern regarding the ability of existing fire flows to serve the Project. As outlined in the Facilities Improvement Letter, dated March 12, 2010, which analyzed the larger project as originally proposed in the Draft EIR, minimum fire flow capability for the Project is 2,125 gallons per minute (GPM) for a 4-hour duration while maintaining 20 pounds per square inch residual pressure. The El Dorado Irrigation District indicated that it is able to deliver the required fire flow levels. However, in order to receive this level of fire flow, a waterline extension connecting to existing waterlines in multiple locations, including the 10-inch waterline in Throwita Way would be required. Prior to project construction, a Facility Report Plan will be required to address the expansion of waterlines and the specific fire flow requirements. Implementation of Mitigation Measure PSU-1a would ensure the Facility Report Plan is implemented.

As required by the Uniform Fire Code and the El Dorado County General Plan Public Health, Safety and Noise Element, the Project would be required to include specific design features such as appropriate emergency access, and would require structures to be built with approved building materials. Conformance with these codes reduces the risks associated with fire hazards. To ensure compliance, Mitigation Measure PSU-1b is proposed requiring the Project applicant to submit final site plans to the District for review and approval.

MM PSU-1a Prior to the approval of the Improvement Plan for the project site, the Project applicant shall submit to El Dorado Irrigation District a Facility Report Plan that shall address the expansion of waterlines

and the specific fire flow requirements. The approved Facility Report Plan shall be incorporated into the Project's site plans.

MM PSU-1b Prior to building permit issuance, the Project applicant shall submit to El Dorado-Diamond Springs Fire District a final site plan for review and approval of appropriate emergency access and building materials as required by the Uniform Fire Code and the El Dorado County General Plan Public Health, Safety and Noise Element. Any revisions provided by El Dorado-Diamond Springs Fire District shall be incorporated into the Project.

(2) Potential Impact: The Project may adversely impact police protection.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The El Dorado Sherriff's Office provided two letters commenting on the Project. The first letter, dated September 26, 2008, indicated that the EDSO expected to have adequate staffing to serve calls expected to be generated by the Project. The second letter, received March 19, 2010, indicated that an increase in property crimes and crimes against persons would be expected as a result of the Project, potentially necessitating an increase in the number of officers needed to serve the Diamond Springs/Placerville area. An exact number of expected additional calls was not provided; however, the El Dorado Sherriff's Office reasoned that one additional deputy per shift may be required once the Project reaches full occupancy/usage. Accordingly, Mitigation Measure PSU-2 is proposed that would require the Project applicant to provide onsite security that would serve as a first line of defense against criminal activity and nuisances and would be able to resolve minor incidents that ordinarily would not warrant police response (e.g., a lost child, a dispute between patrons).

MM PSU-2 Prior to full operation of the first retailer located within the Diamond Dorado Retail Center, onsite security patrol shall be established. The security patrol shall monitor and patrol the DDRC's stores and parking areas commensurate with the hours of operation of the business with the longest hours of operation. The security patrol shall act as the first line of defense against criminal activity and nuisances and resolve minor incidents as allowable by law.

(3) Potential Impact: The Project may not have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: Water services for the Project would be provided by the El Dorado Irrigation District (EID) via a connection to an existing waterline located in either Throwita Way or Diamond Springs Parkway. Additional water connection may be established to waterlines in the SR-49 right-of-way and on the adjacent MRF property.

As part of the application process of the Project, the applicant has requested and received a Facility Improvement Letter from the EID. The Facility Improvement Letter describes the existing potable water system and any improvements that will be needed in order to receive service at the project site. The Facility Improvement Letter for the Project has requested that the Project applicant also prepare a Facility Plan Report for EID review and approval. The Facility Improvement Letter and Facility Plan Report both assess the adequacy of the water system to provide service to the applicant and thereby identify the necessary improvements that must be constructed prior to the issuance of water meters. Implementation of PSU-1a would ensure the Facility Plan Report is provided to EID and incorporated into the Project.

According to the Facility Improvement Letter, the Project would be expected to generate an average water demand of approximately 44 EDUs per year, based on demand figures for retail/office uses. Based on information provided in EID's 2011 Water Resources and Service Reliability Report, one EDU equals approximately 0.54 acre-foot of water. In terms of water supply, there are 2,300 EDUs available in EID's Western/Eastern Water Supply Region (EID 2010). Accordingly, sufficient water is available to serve the Project. Since the Project's water demand is consistent with the District's projections for water availability within its service area, the Project would result in less than significant impacts in the District's water supply.

Nonetheless, because long-term water supply is a significant concern in California, the Project can reduce its demand on water supply through the implementation of water conservation measures. Mitigation Measures PSU-3a and PSU-3b are proposed that would require the Project applicant to implement outdoor irrigation and indoor domestic water conservation measures and practices. These measures would reduce overall project demand for potable water and ensure that long-term water supply impacts are less than significant.

MM PSU-3a Prior to issuance of building permits, the Project applicant shall submit final landscaping plans in accordance with the plans submitted as part of the project application to El Dorado County for review and approval. The final landscaping plans shall be in accordance with the Model Landscape and Water Conservation

Standards and include the following outdoor irrigation water conservation measures:

- Separate metering of irrigation water
- Drought-resistant vegetation
- Irrigation systems employing at least four of the following features:
  - Drip irrigation
  - Low-precipitation-rate sprinklers
  - Bubbler/soaker systems
  - Programmable irrigation controllers with automatic rain shutoff sensors
  - Matched-precipitation-rate nozzles that maximize the uniformity of the water distribution characteristics of the irrigation system
  - Conservative sprinkler spacing that minimize overspray onto paved surfaces
  - Hydrozones that keep plants with similar water needs in the same irrigation zone
- Minimally or gently sloped landscaped areas to minimize runoff and maximize infiltration
- Organic topdressing mulch in non-turf areas to decrease evaporation and increase water retention

MM PSU-3b Prior to issuance of building permits, the Project applicant shall submit final building plans to El Dorado County for review and approval that identify the following indoor water conservation measures:

- Separate metering of domestic water
- Low-flow or ultra-low-flow toilets and urinals
- Faucet aerators or low-flow faucets in bathrooms

(4) Potential Impact: The Project would be served by adequate wastewater treatment capacity.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: The Project would be served by wastewater collection services provided by EID. As a part of the Project, a sewer line would be constructed and would connect to an existing, EID, 6 inch gravity sewer line located in the Diamond Road (SR-49) right-of-way, approximately

400 feet southeast of the project site. EID has indicated that the existing sewer line contains adequate capacity to serve the Project. Wastewater collected by EID at the project site would be treated at the Deer Creek WWTP, which operates under Regional Water Quality Control Board Order No. 99-130 and NPDES No. CA 0078662.

According to the Facilities Improvement Letter provided by EID, the Project would require 50 EDUs of sewer service. As designated by EID's Wastewater Master Plan, 1 EDU is equal to 240 gallons per day of wastewater. Therefore, the Project would create approximately 12,000 gallons of wastewater per day.

The Deer Creek WWTP has a dry weather flow capacity of 3.6 mgd but currently accepts approximately 2.5 mgd, leaving approximately 1.1 mgd of remaining capacity. Therefore, the Deer Creek WWTP would have adequate capacity to accommodate 12,000 gallons of additional wastewater on per day. Impacts would be less than significant.

(5) Potential Impact: The Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: The Project would permanently convert the project site from disturbed and undeveloped uses to commercial retail uses. Existing onsite stormwater drainage consists primarily of sheetflows or surface runoffs to the unnamed drainage channel to the west, a roadside ditch along Diamond Road (SR-49), a storm drain system near Bradley Drive, and a storm drain system in Throwita Way.

The Project would construct a network of storm drain piping and inlets throughout the DDRC site. The storm drain system would convey runoff to one of four discharge points. Post-development discharge flows were calculated for the site as analyzed in the Draft EIR in compliance with the County of El Dorado Drainage Manual. As indicated by the calculation, flows would decrease at all discharge point except discharge point one. Flows at discharge point one would increase by 0.9 cubic feet per second (cfs), or 1 percent, for both the 10-year and 100-year storm event. The 2010 Preliminary Drainage Study prepared for the Project determined that, due to the small increase in runoff and the proximity of the large Weber Creek tributary, a detention basin to moderate post-construction stormwater flows would not be necessary. However, it was also indicated that, should it be deemed necessary, a detention basin could be constructed in the northwest corner of the project site for discharge point one, north of the future Diamond Springs Parkway right-of-way. The detention basin would provide approximately 0.7

acre of volume storage and would reduce post-development flows at discharge point one to 55.2 for a 10-year storm event and 80.9 for a 100-year storm event. In summary, the Project would include a stormwater system that would discharge runoff and if necessary impound runoff at a rate similar to, or less than, the existing pre-development condition of the site. Impacts would be less than significant.

(6) Potential Impact: The Project would generate substantial amounts of solid waste during both construction and operations.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: Solid waste would be generated by construction and operational activities. For construction waste, the estimate of 545.6 tons was calculated using an average of 3.89 pounds of debris per square foot of non-residential construction, provided by the United States Environmental Protection Agency. While the estimate of 545.6 tons of construction waste would be an extremely small amount relative to the existing capacity at the Kiefer and Forward Landfills, mitigation is proposed that would require the Project applicant to retain a contractor to recycle construction and demolition debris while complying with the El Dorado County Construction and Demolition Debris Ordinance, Chapter 8.43. The implementation of this mitigation measure would reduce potential impacts to a level of less than significant.

Operational solid waste generation estimates were calculated by using a standard commercial waste generation rate provided by the California Integrated Waste Management Board. The Project is estimated to generate 673.2 tons of solid waste annually. Mitigation is proposed that would require the Project applicant to provide onsite recycling and green waste collection and storage facilities. The provision of these facilities would allow for convenient and efficient collection and storage of these materials. The implementation of this mitigation measure would reduce solid waste generation and reduce demand for landfill capacity, and ensure compliance with federal, state, and local statutes and regulations related to solid waste. Therefore, solid waste impacts would be reduced to a level of less than significant.

MM PSU-6a Prior to issuance of building permits, the Project applicant shall retain a qualified contractor to perform construction and demolition debris recycling. The contractor shall be approved by El Dorado County. The Project applicant shall provide documentation to the satisfaction of El Dorado County Ordinance Code Chapter 8.43, demonstrating that construction and demolition debris has been recycled.

MM PSU-6b Prior to issuance of the final certificate of occupancy, the Project applicant shall install onsite facilities necessary to collect and store recyclable materials and green waste. Recycling collection facilities located in public spaces shall be of high-quality design and provide signage indicating accepted materials. All onsite recycling and green waste storage facilities shall be screened from public view.

(7) Potential Impact: The Project would not result in the inefficient, unnecessary, or wasteful consumption of energy.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding: PG&E would serve the Project with electricity. The Project is anticipated to require 6.2 million kilowatt hours annually of electricity. Energy demand figures were derived from consumption rates provided by the United States Energy Information Administration. The consumption rates are based on national consumption figures for commercial buildings that operate continuously and, therefore, likely overstate actual consumption, because it includes structures located in different climate regions or states with less stringent energy efficiency standards than California. The Project's structures would be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Non-residential Buildings. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., HVAC and water heating systems), indoor and outdoor lighting, and illuminated signs. The incorporation of the most recent Title 24 standards into the Project would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy.

J. Transportation

(1) Potential Impact: The Project has the potential to result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: This impact analysis evaluates the impacts of the Project on existing plus approved projects (2015) plus project intersection and roadway operations. Using the existing plus approved projects (2015) peak-

hour traffic volumes, levels of service were determined at the study facilities with the addition of the Project. The majority of the study intersections and roadway segments would operate at an acceptable LOS with the addition of the Project. However, the following intersections and roadway segments exceed the LOS thresholds as a result of the Project.

Intersection 19 - Pleasant Valley Road (SR-49) and Forni Road

This intersection currently operates at an unacceptable LOS F during the AM peak hour without the Project. Addition of the Project would contribute more than 10 peak-hour trips during the AM peak hour, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the AM peak hour can be mitigated with the addition of an eastbound left-turn lane and traffic signal control. Because of the close proximity, this intersection will be coordinated with the proposed signalized Pleasant Valley Road (SR-49) intersection with SR-49 (South). This mitigation results in the intersection operating at an acceptable LOS D during the AM peak hour.

Improvements to this intersection are not currently contained in El Dorado County's 20-Year Capital Improvement Plan and are not included in the County fee program. Accordingly, Mitigation Measure TRANS-1a would require the Project applicant to be responsible for improvements to this intersection. However, should the improvements be included in the County's 20-year Capital Improvement Plan, or if the improvements are already constructed at the time building permits are sought, the mitigation measure allows for the payment of fair-share fees. Implementation of Mitigation Measure TRANS-1a would to ensure impacts would be reduced to a less than significant level.

Intersection 20 - Pleasant Valley Road (SR-49) and Patterson Road

This intersection currently operates at an unacceptable LOS F during the AM and PM peak hours without the Project. Addition of the Project would contribute more than 10 AM and PM peak-hour trips, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the AM and PM peak hours can be mitigated with the addition of a westbound left-turn lane and traffic signal control. This mitigation results in the intersection operating at an acceptable LOS C during the AM and PM peak hours.

Mitigation Measure TRANS-1b would require the Project applicant to ensure improvements to this intersection would reduce impacts to a less than significant level; the applicant would be eligible for reimbursement for this improvement. would require the Project applicant to be responsible for improvements to this intersection. However, should the improvements be included in the County's 20-year Capital Improvement Plan, the mitigation measure allows for the payment of fair-share fees. Implementation of

Mitigation Measure TRANS-1a would to ensure impacts would be reduced to a less than significant level.

Intersection 21 - Pleasant Valley Road (SR-49) and SR-49 (South)

This intersection currently operates at an unacceptable LOS F during the AM and PM peak hours without the Project. Addition of the Project would contribute more than 10 AM and PM peak-hour trips, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the AM and PM peak hours can be mitigated with the addition of traffic signal control. Because of the close proximity, this intersection will be coordinated with the proposed signalized Pleasant Valley Road (SR-49) intersection with Forni Road. This mitigation results in the intersection operating at an acceptable LOS E during the AM and PM peak hours.

This improvement is not currently contained in El Dorado County's 210-Year Capital Improvement Plan and is not a part of the County fee program. Accordingly, Mitigation Measure TRANS-1c would require the Project applicant to be responsible for improvements to this intersection. However, should the improvements be included in the County's 20-year Capital Improvement Plan, or if the improvements are already constructed at the time building permits are sought, the mitigation measure allows for the payment of fair-share fees. Implementation of Mitigation Measure TRANS-1c would to ensure impacts would be reduced to a less than significant level.

Segment 5 - Diamond Road (SR-49): Diamond Springs Parkway to Lime Kiln Road

This roadway segment operates at an acceptable LOS D without the Project and an unacceptable LOS E with the Project. Accordingly, this is a potentially significant impact. The significant impact at this roadway segment during the PM peak hour can be mitigated by upgrading the facility to a four-lane multilane highway. This improvement will result in the roadway segment operating at an acceptable LOS B.

Improvements to this roadway segment are not currently contained in El Dorado County's 20-Year Capital Improvement Plan and are not included in the County fee program. Accordingly, Mitigation Measure TRANS-1d would require the Project applicant to be responsible for improvements to this segment to ensure impacts would be reduced to a less than significant level.

Segment 7 - Diamond Springs Parkway: Missouri Flat Road to Throwita Way

This roadway segment operates at an acceptable LOS D without the Project and an unacceptable LOS F with the Project. Accordingly, this is a potentially significant impact. The significant impact at this roadway segment during the PM peak hour can be mitigated by upgrading the facility to a divided four lane

arterial. This improvement will result in the roadway segment operating at an acceptable LOS D.

This improvement is currently listed in El Dorado County's 10-Year Capital Improvement Plan as a future project (occurring beyond fiscal year 2018/2019) under Phase 2 of the Diamond Springs Parkway Project. As indicated by the Traffic Impact Analysis, the Project is solely responsible for the impact to this roadway segment. Accordingly, Mitigation Measure TRANS-1e would require the Project applicant to be responsible for improvements to this roadway segment and enter into a reimbursement agreement with the County as necessary to ensure impacts would be reduced to a less than significant level.

MM TRANS-1a Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County, pursuant to General Plan Policy TC-Xg and TC-Xf, and upon approval from Caltrans, shall be responsible for the addition of an eastbound left-turn lane from Pleasant Valley Road (SR-49) onto Forni Road, left- and right-turn pockets on Forni Road onto Pleasant Valley Road (SR-49), and a traffic signal control at the intersection of Pleasant Valley Road (SR-49) and Forni Road. The intersection shall be coordinated with the proposed signalized Pleasant Valley Road (SR-49) and SR-49 (South) intersection. The improvements shall be completed to the satisfaction of the El Dorado County Department of Transportation and Caltrans in one of the following ways:

- Construct the needed road improvements simultaneously and in conjunction with MM TRANS-5f improvements;
- If the needed improvements are not yet constructed, and should the County include the needed improvements for the Project within a 20-year Capital Improvement Program project, payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the needed mitigation improvements; or,
- If the needed improvements are already constructed by the El Dorado County Department of Transportation as part of the 20-year Capital Improvement Program, payment of the Traffic Impact Mitigation fees to the County will constitute the fair-share fees for the needed mitigation improvements.

MM TRANS-1b Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County General Plan Policy TC-Xg, shall be responsible for the addition of a westbound left-turn lane and traffic

signal control at the intersection of Pleasant Valley Road (SR-49) and Patterson Road. The applicant, at the discretion of El Dorado County, shall be responsible for the improvements in one of the following ways:

- Construct the needed improvements and enter into a reimbursement agreement with El Dorado County;
- If the needed improvements are already constructed by the El Dorado County Department of Transportation as part of the 20-year Capital Improvement Program, payment of the Traffic Impact Mitigation fees to the County will constitute the fair-share fees for the needed mitigation improvements.

MM TRANS-1c Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County General Plan Policy TC-Xg, shall be responsible for the addition of a traffic signal at the intersection of Pleasant Valley Road (SR-49) and SR-49 (South). The traffic signal shall be coordinated with the proposed signalized Pleasant Valley Road (SR-49) and Forni Road intersection. The improvements shall be completed to the satisfaction of the El Dorado County Department of Transportation and Caltrans in one of the following ways:

- Construct the needed improvements;
- If the needed improvements are not yet constructed, and should the County include the needed improvements for the Project within a 20-year Capital Improvement Program project, payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the needed mitigation improvements; or,
- If the needed improvements are already constructed by the El Dorado County Department of Transportation as part of the 20-year Capital Improvement Program, payment of the Traffic Impact Mitigation fees to the County will constitute the fair-share fees for the needed mitigation improvements.

MM TRANS-1d Prior to the issuance of building permits, the Project applicant shall be responsible for upgrading Diamond Road (SR-49) between Diamond Springs Parkway and Lime Kiln Road to a four-lane multilane highway. The improvements shall be completed to the satisfaction of the El Dorado County Department of Transportation and Caltrans.

MM TRANS-1e Prior to the issuance of building permits, the Project applicant shall be responsible for upgrading Diamond Springs Parkway between Missouri Flat Road and Throwita Way to a four-lane divided arterial and shall enter into a reimbursement agreement with El Dorado County for the improvements as applicable. The improvements shall be completed to the satisfaction of the El Dorado County Department of Transportation.

Offsite Improvements: Because the proposed offsite improvements are designed to alleviate congestion and improve safety and access for drivers in the project area, impacts on traffic will be limited to construction activities. Except for temporary off-peak lane closures, the same number of traffic lanes will be maintained on offsite roadway improvement areas during the construction period. Narrowed lanes may occur during construction and the roadway may be temporarily shifted to allow work on portions of the roadway.

Prior to construction, a Transportation Management Plan (TMP) will be prepared as required by Caltrans. The TMP will address all traffic-related aspects of construction, including but not limited to traffic handling in each stage of construction, pedestrian safety/access, and bicycle safety/access. A component of the TMP will involve public dissemination of construction-related information through notices to neighborhoods, press releases, and use of message signs. Impacts to traffic capacity as a result of offsite improvements would be considered less than significant.

(2) Potential Impact: The Project would not contribute a substantial number of trips to freeway ramp junctions under existing plus approved project conditions.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: This impact addresses the Project's impacts to freeway mainline segments and freeway ramp segments under the Existing Plus Approved Projects (2015) Plus Project scenario. The US-50 freeway segments operate from LOS B to LOS D during the AM and PM peak hours both without and with the Project under this scenario. The addition of the Project would increase the volume and density on the following two freeway ramp junctions that already operate at an unacceptable LOS: (1) the east-bound US-50 to Missouri Flat Road in the PM peak hour and (2) Missouri Flat Road to west-bound US-50 in the AM peak hour. However, the increase in volume and density is not expected to result in a noticeable change and impacts would be less than significant.

Offsite Improvements: Because the proposed offsite improvements are designed to alleviate congestion while improving safety and access in the project area, impacts on traffic will be limited to construction activities; these construction activities would not result in noticeable changes or impacts to freeway ramp junctions in the vicinity. Impacts to freeway ramp junctions as a result of offsite improvements would be considered less than significant.

(3) Potential Impact: The Project would exceed, either individually or cumulatively, a level of service standard established by the El Dorado County General Plan or Caltrans for designated roads or highways.

Finding: The County hereby makes Finding 3 and determines that this impact remains Significant and Unavoidable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: This impact evaluates the impacts of the Project on cumulative (2025) plus project intersection and roadway operations. Utilizing the Cumulative (2025) volumes, levels of service were determined at the study facilities with and without the addition of the Project. Two intersections would operate at an unacceptable LOS in the PM peak hour as a direct result of the Project. In addition, the Project would contribute more than 10 trips to 10 intersections that operate at LOS F without the Project. Two roadway segments would operate at an unacceptable LOS in the PM peak hour as a direct result of the Project. In addition, the Project would contribute trips to one roadway segment that operates at an unacceptable LOS without the Project. Accordingly, the following intersections and roadway segments exceed the LOS thresholds.

Intersection 1 - Missouri Flat Road/Plaza Drive

This intersection operates at an unacceptable LOS F during the PM peak hour with the addition of the Proposed Project. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the PM peak hour can be mitigated by delaying implementation of the Project until additional capacity is identified.

Improvements at the intersection are not currently listed in El Dorado County's 10-Year Capital Improvement Plan and are therefore not eligible for fair-share payments by the Project applicant. However, El Dorado County has made it a priority to implement Phase II of the MC&FP, which would implement improvements at the affected intersection. Accordingly, Mitigation Measure TRANS-3a would require that the Proposed Project is constructed only if adequate capacity is identified.

Intersection 2 - Missouri Flat Road/US-50 Westbound Ramps

This intersection operates at an unacceptable LOS F during the AM and PM peak hours with the addition of the Proposed Project. Addition of the Proposed Project would contribute more than 10 peak-hour trips to the intersection during the PM peak hour, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the AM and PM peak hours can be mitigated by delaying implementation of the Proposed Project until additional capacity is identified.

Improvements at the intersection are not currently listed in El Dorado County's 10-Year Capital Improvement Plan and are therefore not eligible for fair-share payments by the Project applicant. However, El Dorado County has made it a priority to implement Phase II of the MC&FP, which would implement improvements at the affected intersection. Accordingly, Mitigation Measure TRANS-3a would require that the proposed project be constructed only if adequate capacity is identified.

Intersection 3 - Missouri Flat Road/US-50 Eastbound Ramps

This intersection operates at an unacceptable LOS F during the AM and PM peak hours with the addition of the Proposed Project. Addition of the Proposed Project would contribute more than 10 peak-hour trips to the intersection during the AM and PM peak hour, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the AM and PM peak hours can be mitigated by delaying implementation of the Proposed Project until additional capacity is identified.

Improvements at the intersection are not currently listed in El Dorado County's 10-Year Capital Improvement Plan and are therefore not eligible for fair-share payments by the Project applicant. However, El Dorado County has made it a priority to implement Phase II of the MC&FP, which would implement improvements at the affected intersection. Accordingly, Mitigation Measure TRANS-3a would require that the Proposed Project be constructed only if adequate capacity is identified.

Intersection 4 - Missouri Flat Road/Mother Lode Drive

This intersection operates at an unacceptable LOS F during the AM and PM peak hours with the Proposed Project. Addition of the Proposed Project would contribute more than 10 peak-hour trips to the intersection during the AM and PM peak hours, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the AM and PM peak hours can be mitigated by delaying implementation of the Proposed Project until additional capacity is identified.

Improvements at the intersection are not currently listed in El Dorado County's 10-Year Capital Improvement Plan and are therefore not eligible for fair-share payments by the Project applicant. However, El Dorado County has made it a priority to implement Phase II of the MC&FP, which would implement improvements at the affected intersection. Accordingly, Mitigation Measure TRANS-3a would require that the Proposed Project be constructed only if adequate capacity is identified.

Intersection 5 - Missouri Flat Road and Forni Road

This intersection operates at an unacceptable LOS F during the PM peak hour without the Project. Addition of the Project would contribute more than 10 peak-hour trips to the intersection during the PM peak hour, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the PM peak hour can be mitigated with the addition of a southbound through lane. The mitigation results in the intersection operating at an acceptable LOS E during the PM peak hour.

This improvement is not currently listed in El Dorado County's 20-Year Capital Improvement Plan and is therefore not eligible for fair-share payments by the Project applicant. However, should the improvements be included in the County's Capital Improvement Plan, or if the improvements are already constructed at the time building permits are sought, the mitigation measure allows for the payment of fair-share fees. Accordingly, Mitigation Measure TRANS-3b would require the Project applicant to be responsible for improvements to this intersection to ensure impacts would be reduced to a less than significant level.

Intersection 15 - Pleasant Valley Road (SR-49)/China Garden Road

This intersection operates at an unacceptable LOS F during the PM peak-hour without the Project. Addition of the Project would result in the addition of more than 10 peak-hour trips to the intersection during the PM peak hour, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. Implementation of Mitigation Measure TRANS-3j would require the delineation of a 50-foot southbound right-turn flare. The mitigation would result in the intersection operating at an acceptable LOS E during the PM peak hour.

Implementation of Mitigation Measure TRANS-3j would require the Project applicant to be responsible for improvements to this intersection to ensure impacts would be reduced to a less than significant level.

Intersection 19 - Pleasant Valley Road (SR-49) and Forni Road

This intersection operates at an unacceptable LOS F during the AM and PM peak hours without the Project. Addition of the Project would contribute more than 10 peak-hour trips to the intersection during the AM and PM peak

hour, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the AM and PM peak hours can be mitigated with the addition of a southbound right-turn lane, an eastbound left-turn lane, and traffic signal control. In addition, Because of the close proximity, this intersection should be coordinated with the proposed signalized Pleasant Valley Road (SR-49) intersection with SR-49 (South). The mitigation would result in the intersection operating at an acceptable LOS D and LOS B during the AM and PM peak hours, respectively.

This improvement is not currently listed in El Dorado County's 20-Year Capital Improvement Plan and is therefore not eligible for fair-share payments by the Project applicant. Accordingly, Mitigation Measure TRANS-1a would require the Project applicant to be responsible for improvements to this intersection. However, should the improvements be included in the County's Capital Improvement Plan, or if the improvements are already constructed at the time building permits are sought, the mitigation measure allows for the payment of fair-share fees. Implementation of Mitigation Measure TRANS-1a would ensure impacts would be reduced to a less than significant level.

Intersection 20 - Pleasant Valley Road (SR-49) and Patterson Road

This intersection operates at an unacceptable LOS F during the AM and PM peak hours without the Project. Addition of the Project would contribute more than 10 peak-hour trips to the intersection during the AM and PM peak hours, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. However, implementation of Mitigation Measure TRANS-1b would require the Project applicant to implement a westbound left-turn lane and traffic signal control or provide payment of Traffic Impact Mitigation fees if the improvements are included in the County's 20-year Capital Improvement Plan. The mitigation would result in the intersection operating at an acceptable LOS B and LOS C during the AM and PM peak hour, respectively. As such, impacts to this roadway intersection would be reduced to less than significant.

Intersection 21 - Pleasant Valley Road (SR-49) and SR-49 (South)

This intersection operates at an unacceptable LOS F during the AM and PM peak hours without the Project. Addition of the Project would contribute more than 10 peak-hour trips to the intersection during the AM and PM peak hours, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the AM and PM peak hours can be mitigated with the addition of a northbound right-turn lane and traffic signal control. In addition, Because of the close proximity, this intersection should be coordinated with the proposed signalized Pleasant Valley Road (SR-49) intersection with Forni Road. This mitigation results in the intersection operating at an acceptable LOS D and LOS E during the AM and PM peak hour, respectively.

This improvement is not currently listed in El Dorado County's 20-Year Capital Improvement Plan and is therefore not eligible for fair-share payments by the Project applicant. Accordingly, Mitigation Measure TRANS-3e would require the Project applicant to be responsible for improvements to this intersection. However, should the improvements be included in the County's 20-year Capital Improvement Plan, or if the improvements are already constructed at the time building permits are sought, the mitigation measure allows for the payment of fair-share fees. Implementation of Mitigation Measure TRANS-3e would ensure impacts would be reduced to a less than significant level.

Intersection 23 - Ponderosa Road and US-50 Eastbound Ramps

This intersection operates at an unacceptable LOS F in the PM peak hour without the Project. Addition of the Project would contribute more than 10 peak-hour trips to the intersection during the PM peak hour, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the PM peak hour can be mitigated with the conversion of the westbound right-turn lane to a free-right turn lane. This mitigation would result in the intersection operating at an acceptable LOS E during the PM peak hour.

Improvements necessary to reduce impacts to less than significant at this intersection are included in El Dorado County's 20-Year Capital Improvement Plan under project number 71333, U.S. 50/Ponderosa Road/South Shingle Road Interchange Improvements and, therefore, is eligible for fair-share payments by the Project applicant. As such, Mitigation Measure TRANS-3f would require the Project applicant to pay fair-share fees. Implementation of TRANS-3f would ensure impacts are reduced to a less than significant level.

Intersection 28 - Missouri Flat Road and Enterprise Drive

The minor, stop-controlled eastbound Enterprise Drive approach operates at an unacceptable LOS F in the PM peak hour without the Project. While the Project does not add traffic to the eastbound approach, it would increase the delay for the eastbound approach, confounding the existing unacceptable LOS F in the PM peak hour. (Delay at the intersection will be caused by additional through traffic on Missouri Flat Road.) Construction of a signal at the intersection would mitigate the eastbound approach delay, but it would result in a significant southbound queuing issue on Missouri Flat Road exceeding 1,500 feet. As such, implementation of a signal at this intersection would result it unacceptable queuing issues and is not an acceptable option for mitigation and no other feasible mitigation is available. Therefore, impacts would be significant and unavoidable.

Intersection 29 - Missouri Flat Road and China Garden Road

This intersection operates at an unacceptable LOS F in the PM peak hour without the Project. Addition of the Project would contribute more than 10

peak-hour trips to the intersection during the PM peak hour, thereby worsening the already unacceptable LOS. Accordingly, this is a potentially significant impact. The significant impact at this intersection during the PM peak hour can be mitigated with the addition of a westbound right-turn lane. This mitigation would result in the intersection operating at an acceptable LOS E during the PM peak hour.

This improvement is not currently listed in El Dorado County's 20-Year Capital Improvement Plan and is therefore not eligible for fair-share payments by the Project applicant. Accordingly, Mitigation Measure TRANS-3g would require the Project applicant to be responsible for improvements to this intersection. However, should the improvements be included in the County's 20-year Capital Improvement Plan, or if the improvements are already constructed at the time building permits are sought, the mitigation measure allows for the payment of fair-share fees. Implementation of Mitigation Measure TRANS-3g would ensure impacts would be reduced to a less than significant level.

Segment 5 - Diamond Road (SR-49): Diamond Springs Parkway to Lime Kiln Road

This roadway segment operates at an unacceptable LOS E during the PM peak hour without the Project and an unacceptable LOS E with the Project. Accordingly, this is a potentially significant impact. However, implementation of Mitigation Measure TRANS-1d would require the Project applicant to upgrade this roadway segment to a four-lane multilane highway prior to the issuance of building permits. This improvement will result in an acceptable LOS C. As such, impacts to this roadway segment would be reduced to less than significant.

Segment 6 - Diamond Road (SR-49): Lime Kiln Road to Pleasant Valley Road (SR-49)

This roadway segment operates at an acceptable LOS D during the PM peak hour without the Project and an unacceptable LOS E with the Project. Accordingly, this is a potentially significant impact. The significant impact at this roadway segment during the PM peak hour can be mitigated by upgrading the facility to a four-lane, multilane highway, resulting in an acceptable LOS B.

Improvements to this segment are not currently contained in El Dorado County's 20-Year Capital Improvement Plan and are not included in the County fee program. As indicated by the Traffic Impact Analysis, the Proposed Project is solely responsible for the impact to this roadway segment. Accordingly, Mitigation Measure TRANS-3h would require the Project applicant to prepare an updated Traffic Impact Report for the roadway segment to determine existing conditions at the time of building permit issuance and if the Project applicant will be required to construct the improvements, enter into a reimbursement agreement, pay fair-share traffic

fees, or a combination thereof. Implementation of Mitigation Measure TRANS-3h would ensure impacts would be reduced to a less than significant level.

Segment 7 - Diamond Springs Parkway: Missouri Flat Road to Throwita Way

This roadway segment operates at an acceptable LOS D during the PM peak hour without the Project and an unacceptable LOS F with the Project. Accordingly, this is a potentially significant impact. However, implementation of Mitigation Measure TRANS-1e would require the Project applicant to upgrade this roadway segment to a four-lane divided arterial prior to the issuance of building permits. This improvement would result in an acceptable LOS D. As such, impacts to this roadway segment would be reduced to less than significant.

MM TRANS-1a Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County, pursuant to General Plan Policy TC-Xg and TC-Xf, and upon approval from Caltrans, shall be responsible for the addition of an eastbound left-turn lane from Pleasant Valley Road (SR-49) onto Forni Road, left- and right-turn pockets on Forni Road onto Pleasant Valley Road (SR-49), and a traffic signal control at the intersection of Pleasant Valley Road (SR-49) and Forni Road. The intersection shall be coordinated with the proposed signalized Pleasant Valley Road (SR-49) and SR-49 (South) intersection. The improvements shall be completed to the satisfaction of the El Dorado County Department of Transportation and Caltrans in one of the following ways:

- Construct the needed road improvements simultaneously and in conjunction with MM TRANS-5f improvements;
- If the needed improvements are not yet constructed, and should the County include the needed improvements for the Project within a 20-year Capital Improvement Program project, payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the needed mitigation improvements; or,
- If the needed improvements are already constructed by the El Dorado County Department of Transportation as part of the 20-year Capital Improvement Program, payment of the Traffic Impact Mitigation fees to the County will constitute the fair-share fees for the needed mitigation improvements.

MM TRANS-1b Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County General Plan Policy TC-Xg, shall be responsible for the addition of a westbound left-turn lane and traffic signal control at the intersection of Pleasant Valley Road (SR-49) and Patterson Road. The applicant, at the discretion of El Dorado County, shall be responsible for the improvements in one of the following ways:

- Construct the needed improvements and enter into a reimbursement agreement with El Dorado County;
- If the needed improvements are already constructed by the El Dorado County Department of Transportation as part of the 20-year Capital Improvement Program, payment of the Traffic Impact Mitigation fees to the County will constitute the fair-share fees for the needed mitigation improvements.

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MM TRANS-1d Prior to the issuance of building permits, the Project applicant shall be responsible for upgrading Diamond Road (SR-49) between Diamond Springs Parkway and Lime Kiln Road to a four-lane multilane highway. The improvements shall be completed to the satisfaction of the El Dorado County Department of Transportation and Caltrans.

MM TRANS-1e Prior to the issuance of building permits, the Project applicant shall be responsible for upgrading Diamond Springs Parkway between Missouri Flat Road and Throwita Way to a four-lane divided arterial and shall enter into a reimbursement agreement with El Dorado County for the improvements as applicable. The improvements shall be completed to the satisfaction of the El Dorado County Department of Transportation.

MM TRANS-3a Prior to the issuance of building permits, the County, in coordination with Caltrans, shall determine the available traffic capacity at the Missouri Flat Road/Highway 50 Interchange.

If the County, in coordination with Caltrans, determine that there is adequate traffic capacity available at the Missouri Flat Road/Highway 50 Interchange for the Project, then issuance of building permits by the County may proceed. The amount of square footage permitted to be constructed per building permit shall not result in an exceedance of the identified available capacity. Payment

of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the Project's cumulative effects.

If there is not adequate traffic capacity at the Missouri Flat Road/Highway 50 Interchange for the Project, then building permits will not be issued until the County, in coordination with Caltrans, awards the construction contract for the necessary additional traffic capacity for Missouri Flat Road/Highway 50 Interchange improvements. The implementation date for the necessary additional traffic capacity improvements with the subsequent issuance of building permits shall be determined at the sole discretion of the County.

The amount of square footage permitted to be constructed per building permit shall not result in an exceedance of the identified additional capacity implemented improvements. Payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the additional traffic capacity mitigation improvements.

The Missouri Flat/Highway 50 Interchange consists of the following intersections that are impacted by the Project:

- Missouri Flat Road/Plaza Drive
- Missouri Flat Road/US-50 Westbound Ramps
- Missouri Flat Road/US-50 Eastbound Ramps
- Missouri Flat Road/Mother Load Drive.

MM TRANS-3b Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County General Plan Policy TC-Xg, shall be responsible for the addition of a southbound through lane at the intersection Missouri Flat Road and Forni Road. The improvements shall be completed to the satisfaction of the El Dorado County Department of Transportation in one of the following ways:

- Construct the needed improvements;
- If the needed improvements are not yet constructed, and should the County include the needed improvements for the Project within a 20-year Capital Improvement Program project, payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the needed mitigation improvements; or

- If the needed improvements are already constructed by the El Dorado County Department of Transportation as part of the 20-year Capital Improvement Program, payment of the Traffic Impact Mitigation fees to the County will constitute the fair-share fees for the needed mitigation improvements.

MM TRANS-3e Prior to the issuance of building permits, and upon approval from Caltrans, the Project applicant, at the discretion of El Dorado County General Plan Policy TC-Xg, shall be responsible for the addition of a northbound right-turn lane and traffic signal control at the intersection of Pleasant Valley Road (SR-49) and SR-49 (South). The traffic signal shall be coordinated with the signalized Pleasant Valley Road (SR-49) and Forni Road intersection. The improvements shall be completed to the satisfaction of the El Dorado County Department of Transportation and Caltrans in one of the following ways:

- Construct the needed improvements;
- If the needed improvements are not yet constructed, and should the County include the needed improvements for the Project within a 20-year Capital Improvement Program project, payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the needed mitigation improvements; or
- If the needed improvements are already constructed by the El Dorado County Department of Transportation as part of the 20-year Capital Improvement Program, payment of the Traffic Impact Mitigation fees to the County will constitute the fair-share fees for the needed mitigation improvements.

MM TRANS-3f Prior to the issuance of building permits, the Project applicant shall pay Traffic Impact Fees to El Dorado County, which constitute their fair-share fees for the Project mitigation improvements for the conversion of the westbound right-turn lane to a free-right turn lane at the intersection of Ponderosa Road and US-50 Eastbound Ramps. The Project mitigation measure is part of the County U.S. 50/Ponderosa/So. Shingle Rd. Interchange Capital Improvement Program Project (CIP#71333).

MM TRANS-3g Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County General Plan Policy TC-Xg, shall be

responsible for the addition of a westbound right-turn lane at the intersection of Missouri Flat Road and China Garden Road. The improvements shall be completed to the satisfaction of the El Dorado County Department of Transportation in one of the following ways:

- Construct the needed improvements;
- If the needed improvements are not yet constructed, and should the County include the needed improvements for the Project within a 20-year Capital Improvement Program project, payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the needed mitigation improvements; or
- If the needed improvements are already constructed by the El Dorado County Department of Transportation as part of the 20-year Capital Improvement Program, payment of the Traffic Impact Mitigation fees to the County will constitute the fair-share fees for the needed mitigation improvements.

MM TRANS-3h Prior to the issuance of building permits, the Project applicant shall provide an updated Traffic Impact Report for the segment of Diamond Road (SR-49) between Lime Kiln Road and Pleasant Valley Road/ (SR-49). The Traffic Impact Report shall include the consideration of any improvements made to this roadway segment by the County (such as implementation of Phase I of the Diamond Springs Parkway Project, which would include the two-lane upgrade to Diamond Road (SR-49) with Pleasant Valley Road/SR-49 intersection improvements); any additionally approved development projects that would affect traffic levels on this roadway segment; any additional traffic/safety related capital improvements in the traffic impact area constructed by the County; and, updated Level of Service (LOS) and intersection queuing data that are in place at the time the issuance of building permits are sought. Based on the conclusions of the updated Traffic Impact Analysis, the Project applicant shall implement improvements to this segment of Diamond Road (SR-49) between Lime Kiln Road and Pleasant Valley Road/(SR-49) to the satisfaction of the El Dorado County Department of Transportation and Caltrans under one of the following two scenarios.

Scenario One:

If the updated Traffic Impact Analysis concludes that the Project would not result in significant LOS and queuing impacts to the segment of Diamond Road (SR-49) between Lime Kiln Road and Pleasant Valley Road/ (SR-49), then the Project applicant shall do one of the following based on existing conditions and the approval of El Dorado County Department of Transportation and Caltrans:

- If Phase I of the Diamond Springs Parkway, Diamond Road (SR-49) portion is not constructed by the County, then the Project applicant shall design and construct the Diamond Road (SR-49) portion of Phase I, enter into a reimbursement agreement with the County, obtain a Caltrans-approved improvement agreement, and pay equitable traffic impact fees, which represent their fair-share for cumulative effects pursuant to the Caltrans document entitled "Guide for the Preparation of Traffic Impact Studies."
- If Phase I of the Diamond Springs Parkway has been constructed by the County, the applicant shall pay their equitable traffic impact fees, which represent their fair-share for cumulative effects pursuant to the Caltrans fee calculations within the document entitled "Guide for the Preparation of Traffic Impact Studies."

Scenario Two:

If the updated Traffic Impact Analysis concludes that the Project would result in significant LOS and queuing impacts to the segment of Diamond Road (SR-49) between Lime Kiln Road and Pleasant Valley Road/(SR-49), then the Project applicant shall do one of the following based on existing conditions and the approval of El Dorado County Department of Transportation and Caltrans:

- If Phase I of the Diamond Springs Parkway, Diamond Road (SR-49) portion is not constructed by the County, the Project applicant shall design and construct the Diamond Road (SR-49) portion of both Phase I (2-lanes) and Phase II (4-lanes), shall enter into a reimbursement agreement with the County only for Phase I, and obtain a Caltrans approved improvement agreement.
- If Phase I of the Diamond Springs Parkway, Diamond Road (SR-49) portion has been constructed by the County, the Project applicant shall design and construct the Phase II (4-Lane Diamond Road [SR-49]) portion of the Project and obtain a Caltrans-approved improvement agreement.

- If Phase I of the Diamond Springs Parkway, Diamond Road (SR-49) portion has been constructed and the Phase II project has been added to the County's 20-year Capital Improvement Program, the Project applicant shall construct the Diamond Road (SR-49) portion of Phase II, enter into a reimbursement agreement with the County, and obtain a Caltrans approved improvement agreement.

MM TRANS-3j Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County, pursuant to General Play Policy TC-Xg and TC-Xf, and upon approval from Caltrans, shall be responsible for the addition of a 50-foot southbound right-turn lane at the intersection of Pleasant Valley Road (SR-49) and China Garden Road. The improvement shall be completed to the satisfaction of the El Dorado County Department of Transportation and Caltrans in one of the following ways:

- Construct the needed road improvements;
- If the needed improvements are not yet constructed, and should the County include the needed improvements for the Project within a 20-year Capital Improvement Program project, payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the needed mitigation improvements; or,
- If the needed improvements are already constructed by the El Dorado County Department of Transportation as part of the 20-year Capital Improvement Program, payment of the Traffic Impact Mitigation fees to the County will constitute the fair-share fees for the needed mitigation improvements.

Offsite Improvements: Because the proposed offsite improvements are designed to alleviate congestion while improving safety and access in the project area, impacts on traffic will be limited to construction activities. Except for temporary off-peak lane closures, the same number of traffic lanes will be maintained on offsite roadway improvement areas during the construction period. Narrowed lanes may occur during construction and the roadway may be temporarily shifted to allow work on portions of the roadway.

Prior to construction, a TMP will be prepared as required by Caltrans. The TMP will address all traffic-related aspects of construction, including but not limited to traffic handling in each stage of construction, pedestrian safety/access, and bicycle safety/access. A component of the TMP will

involve public dissemination of construction-related information through notices to neighborhoods, press releases, and use of message signs. In addition, impacts from construction activities for offsite roadway improvements are short-term in nature, and upon completion of roadway improvements would increase the level of service at each intersection. Impacts to the level of service at the intersections where offsite roadway improvements would occur would be considered less than significant.

(4) Potential Impact: The Project would not contribute to a substantial number of trips to freeway ramp junctions directly causing unacceptable levels of service under cumulative (2025) conditions.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: This impact addresses the Project's impacts related to freeway mainline segments and freeway ramp segments under the Cumulative (2025) Plus Project scenario. the US-50 freeway segments operate from LOS B to LOS D during the AM and PM peak hours both with and without the Project. the existing US-50 freeway ramp junctions operate from LOS B to LOS D during the AM and PM peak hours without the Project. The addition of the Project would increase the volume and density on the Missouri Flat Road to westbound US-50 in the AM peak hour. However, the increase in volume and density is not expected to result in a noticeable change and impacts would be less than significant.

Offsite Improvements: Because the proposed offsite improvements are designed to alleviate congestion while improving safety and access in the project area, impacts on traffic will be limited to construction activities. Except for temporary off-peak lane closures, the same number of traffic lanes will be maintained on offsite roadway improvement areas during the construction period. Narrowed lanes may occur during construction and the roadway may be temporarily shifted to allow work on portions of the roadway.

Prior to construction, a TMP will be prepared as required by Caltrans. The TMP will address all traffic-related aspects of construction, including but not limited to traffic handling in each stage of construction, pedestrian safety/access, and bicycle safety/access. A component of the TMP will involve public dissemination of construction-related information through notices to neighborhoods, press releases, and use of message signs. In addition, impacts from construction activities for offsite roadway improvements are short-term in nature, and upon completion of roadway improvements would increase the Level of Service at each intersection. While the onsite improvements, discussed above would increase the volume and density of vehicles at freeway junctions, the proposed offsite roadway

improvements are designed to increase the Level of Service and thus impacts to ramp junctions where offsite roadway improvements would occur would be considered less than significant.

(5) Potential Impact: The Project would contribute to deficient queuing.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures

Facts in Support of Finding:

Onsite Improvements: As congestion increases, it is common for traffic at signals and stop signs to form lines of stopped (or queued) vehicles. Existing queue lengths (the length of traffic lanes used for intersection queuing) were evaluated at each of the study intersections and compared to the peak-hour 95th percentile traffic queue lengths (the total length of vehicles waiting at an intersection). Note that average traffic queue lengths are generally shorter than the peak-hour 95th percentile; therefore, this analysis presents a conservative estimate. A typical vehicle length of 25 feet was used in the queuing analysis.

The Project would result in vehicle queues exceeding available queue length at several intersections resulting in significant impacts at the following turning movements:

- Missouri Flat Road/Westbound US-50 Ramps – Westbound left.
- Missouri Flat Road/Westbound US-50 Ramps – Northbound left.
- Missouri Flat Road/Eastbound US-50 Ramps – Eastbound right.
- Missouri Flat Road/Eastbound US-50 Ramps – Southbound left.
- Diamond Springs Parkway/Missouri Flat Road – Westbound left and northbound left.
- Diamond Springs Parkway/Throwita Way – Eastbound left and westbound left.
- Diamond Springs Parkway/Diamond Road (SR-49) – Northbound left.
- Diamond Road (SR-49)/Pleasant Valley Road – Eastbound left.
- Pleasant Valley Road (SR-49)/Forni Road – Eastbound left.
- Pleasant Valley Road (SR-49)/SR-49 (South) – Westbound left.

Mitigation for each of these queue lanes was recommended by the Traffic Impact Analysis, the Supplemental Traffic Analysis, and the reanalysis of the US-50/Missouri Flat Road interchange. Implementation of Mitigation Measures TRANS-3a, TRANS-5b, TRANS-5c, and TRANS-5f would ensure queuing impacts would be reduced to a less than significant level at the respective intersections.

MM TRANS-3a Prior to the issuance of building permits, the County, in coordination with Caltrans, shall determine the available traffic capacity at the Missouri Flat Road/Highway 50 Interchange.

If the County, in coordination with Caltrans, determine that there is adequate traffic capacity available at the Missouri Flat Road/Highway 50 Interchange for the Project, then issuance of building permits by the County may proceed. The amount of square footage permitted to be constructed per building permit shall not result in an exceedance of the identified available capacity. Payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the Project's cumulative effects.

If there is not adequate traffic capacity at the Missouri Flat Road/Highway 50 Interchange for the Project, then building permits will not be issued until the County, in coordination with Caltrans, awards the construction contract for the necessary additional traffic capacity for Missouri Flat Road/Highway 50 Interchange improvements. The implementation date for the necessary additional traffic capacity improvements with the subsequent issuance of building permits shall be determined at the sole discretion of the County.

The amount of square footage permitted to be constructed per building permit shall not result in an exceedance of the identified additional capacity implemented improvements. Payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the additional traffic capacity mitigation improvements.

The Missouri Flat/Highway 50 Interchange consists of the following intersections that are impacted by the Project:

- Missouri Flat Road/Plaza Drive
- Missouri Flat Road/US-50 Westbound Ramps
- Missouri Flat Road/US-50 Eastbound Ramps
- Missouri Flat Road/Mother Load Drive.

MM TRANS-5b Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County, shall be responsible for the extension of the westbound left-turn lane to a total length of 500 feet and for extension of the dual northbound left-turn lanes to a total

length of 440 feet at the intersection of Diamond Springs Parkway and Missouri Flat. The Project applicant, at the discretion of El Dorado County, shall be responsible for the improvements in one of the following ways:

- Construct the needed Project mitigation improvements associated with MM TRANS-5b as non-reimbursable Project obligations;
- Construct the needed Project mitigation improvements associated with MM TRANS-5b as non-reimbursable Project obligations simultaneously and in conjunction with MM TRANS-1e (County's Diamond Springs Parkway Capital Improvement Program Project #72334); or,
- The Project applicant may request that the County include the needed Project mitigation improvements associated with MM TRANS-5b as non-reimbursable Project obligations into the Diamond Springs Parkway Capital Improvement Program Project #72334 prior to bid advertisement. Should the County agree with this request, then payment of the Project mitigation cost obligations associated with MM TRANS-5b shall be provided to the County upon demand, which will constitute the fair-share fees for the needed Project mitigation improvements. The fair-share fees for MM TRANS-5b shall be based on the estimated cost of the needed Project mitigation improvements as determined by the County Engineer.

MM TRANS-5c Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County, shall be responsible for the extension of the eastbound left-turn lane to a total length of 240 feet and for extension of the westbound left-turn lane to a total of 375 feet at the intersection of Diamond Springs Parkway and Throwita Way. The Project applicant, at the discretion of El Dorado County, shall be responsible for the improvements in one of the following ways:

- Construct the needed Project mitigation improvements associated with MM TRANS-5c as non-reimbursable Project obligations;
- Construct the needed Project mitigation improvements associated with MM TRANS-5c as non-reimbursable Project obligations simultaneously and in conjunction with MM

TRANS-1e and MM TRANS-3i (County's Diamond Springs Parkway Capital Improvement Program Project #72334); or,

- The Project applicant may request that the County include the needed Project mitigation improvements associated with MM TRANS-5c as non-reimbursable Project obligations into the Diamond Springs Parkway Capital Improvement Program Project #72334 prior to bid advertisement. Should the County agree with this request, then payment of the Project mitigation cost obligations associated with MM TRANS-5c shall be provided to the County upon demand, which will constitute the fair-share fees for the needed Project mitigation improvements. The fair-share fees for MM TRANS-5c shall be based on the estimated cost of the needed Project mitigation improvements as determined by the County Engineer.

MM TRANS-5f Prior to the issuance of building permits, the Project applicant, at the discretion of El Dorado County, pursuant to General Plan Policy TC-Xg and TC-Xf, and upon approval of Caltrans, shall be responsible for the eastern realignment of the Forni Road approach at the Pleasant Valley Road (SR-49)/Forni Road intersection. The realignment shall improve the southbound intersection approach angle and maximize the spacing between the Pleasant Valley Road (SR-49) and Forni Road intersection and the Pleasant Valley Road (SR-49) and SR-49 (South) intersection. The ultimate intersection configuration shall be completed to the satisfaction of the El Dorado County Department of Transportation and Caltrans in one of the following ways:

- Construct the needed road improvements simultaneously and in conjunction with MM TRANS-1a improvements;
- If the needed improvements are not yet constructed, and should the County include the needed improvements for the Project within a 20-year Capital Improvement Program project, payment of the Traffic Impact Mitigation fees to El Dorado County will constitute the fair-share fees for the needed mitigation improvements; or.
- If the needed improvements are already constructed by the El Dorado County Department of Transportation as part of the 20-year Capital Improvement Program, payment of the Traffic Impact Mitigation fees to the County will constitute the fair-share fees for the needed mitigation improvements.

Offsite Improvements: The proposed offsite improvements are designed to alleviate congestion in the project area; impacts on traffic will be limited to construction activities. Prior to construction, a TMP will be prepared as required by Caltrans. The TMP will address all traffic-related aspects of construction, including but not limited to traffic handling in each stage of construction, pedestrian safety/access, and bicycle safety/access. Except for temporary off-peak lane closures, the same number of traffic lanes will be maintained on offsite roadway improvement areas during the construction period. Narrowed lanes may occur during construction and the roadway may be temporarily shifted to allow work on portions of the roadway.

While there may be temporary impacts to queuing as a result of narrowed lanes and potential lane closures during construction, such impacts are temporary in nature, and impacts to queuing as a result of offsite improvement construction activities would be considered less than significant.

(6) Potential Impact: The Project has the potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: The Project would have adequate access to and from both Diamond Springs Parkway and Diamond Road (SR-49). Access to the DDRC from Throwita Way would be via a full-access intersection on Throwita Way, between the Diamond Springs Parkway and the entrance to the MRF. While Throwita Way would be widened, and additional queuing space would be provided for the MRF, potential queuing and pedestrian impacts would occur. Accordingly, Mitigation Measure TRANS-6 would be required and would ensure that vehicle queuing would not extend to Diamond Springs Parkway.

Internal circulation within the Project's parking areas would consist of two-way aisles. Parking is proposed along the drive aisles at 90-degree angles. This design allows for efficient two-way circulation on all aisles. Drive aisles would be provided along all building frontages. These facilities align with the building orientations, parking supply, and access locations, and appear to be consistent with driver expectations as pertains to onsite connectivity. Drive aisles and parking configurations are based on requirements of the Zoning Ordinance.

Pedestrian routes would be located throughout the project site. Patterned paving would be used to demarcate pedestrian crossing areas in front of the retail buildings.

A review of the proposed project site plan shows that there is adequate internal circulation, and the overall layout of the site provides satisfactory vehicle circulation throughout the project site. Impacts would be less than significant in this regard.

Trucks serving the Project would be anticipated to use US-50, Missouri Flat Road, and Diamond Springs Parkway to reach the project site. These roadways are not located in residential areas and currently support truck traffic. Onsite truck circulation is sufficient and impacts would be less than significant.

To analyze roadway safety the El Dorado County's 2007 Accident Location Study was used to determine which project study intersections and roadway segments experienced three or more accidents during the period between January 1 2005 and December 31, 2007. The Accident Location Study includes a countywide analysis of sites and determination of corrective actions. According to the Accident Location Study, one site (Missouri Flat Road at El Dorado Road) was "previously identified, and [is] currently scheduled for improvement. It is anticipated that, upon completion, [this] improvement will substantially reduce the number of accidents." Furthermore, the Accident Location Study indicates that the remaining four sites "do not require further review at this time. However, these sites will continue to be monitored and any subsequent increase in the frequency of accidents may necessitate further review and analysis." Impacts would be less than significant.

MM TRANS-6 Prior to approval of Improvement Plans and in conjunction with the Project's approved traffic study, the Project applicant shall consult with a qualified traffic engineer to identify and implement measures to reduce potential queuing and pedestrian conflicts at the project site's main access points on Throwita Way. The potential measures may include but are not limited to, provision of stop signs for DDRC exit points on Throwita Way, and proper identification of crosswalks. Any measures implemented as a result of this mitigation shall not cause traffic queuing on Throwita Way to back up onto Diamond Springs Parkway. No stop sign shall be allowed on the southbound leg of Throwita Way prior to the MRF entrance.

Offsite Improvements: The proposed offsite roadway improvements are designed to alleviate congestion and increase the access and safety of drivers in the project area. In general, safety and hazard impacts will be limited to times during construction activities. Prior to construction, a TMP will be prepared as required by Caltrans. The TMP will address all traffic-related aspects of construction, including but not limited to traffic handling in each stage of construction, pedestrian safety/access, and bicycle safety/access. Except for temporary off-peak lane closures, the same number of traffic lanes will be maintained on offsite roadway improvement areas during the

construction period. Narrowed lanes may occur during construction and the roadway may be temporarily shifted to allow work on portions of the roadway.

While there may be temporary safety and roadway hazards as a result of narrowed lanes and potential lane closures during construction, such impacts are temporary in nature and such impacts as a result of offsite improvement construction activities would be considered less than significant.

(7) Potential Impact: The Project would not result in inadequate emergency access to the project site or its surroundings.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: The Project would be constructed after the implementation of the Diamond Springs Parkway, which, in combination with Diamond Road (SR-49), would provide efficient circulation in the project vicinity. The project would maintain the MRF access point on Throwita Way, thereby maintaining its emergency access point. Both the El Dorado County Sheriff and the Diamond Springs/El Dorado Fire Protection District were consulted about the Project's impacts on public safety. Responses are provided in Appendix K of the Draft EIR. Neither agency indicated that emergency access would be impaired at the proposed project site.

Offsite Improvements: The proposed offsite roadway improvements are designed to alleviate congestion and increase the access and safety of drivers in the project area. In general, emergency access impacts will be limited to times during construction activities. Prior to construction, a TMP will be prepared. The TMP will address all traffic-related aspects of construction, including but not limited to traffic handling in each stage of construction, pedestrian safety/access, and bicycle safety/access. Except for temporary off-peak lane closures, the same number of traffic lanes will be maintained on offsite roadway improvement areas during the construction period. Narrowed lanes may occur during construction and the roadway may be temporarily shifted to allow work on portions of the roadway.

While there will be temporarily narrowed lanes and potential lane closures during construction, there would be no complete roadway closures enabling continued emergency access; thus, impacts would be considered less than significant.

(8) Potential Impact: The Project would provide adequate off-street parking.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: The DDRC falls under the category of a regional shopping center and is therefore required to provide 1 parking space for every 300 square feet of gross floor area (3.33 spaces per 1,000 square feet), consistent with the El Dorado County Zoning Ordinance for a minimum of 804 parking spaces. The DDRC would consist of 241,412 square feet and includes 1,228 total parking spaces and therefore meets the minimum requirement. Parking stalls and lots are designed according to the design and construction standards set forth in Chapter 17.18.030 and 17.18.070. The DDRC provides a minimum of five loading spaces designed in accordance with Chapter 7.18.080 of the Ordinance Code. Accordingly, impacts would be less than significant.

Offsite Improvements: The proposed offsite roadway improvements are designed to alleviate congestion by creating free right-turn lanes and by increasing the access and safety of drivers in the project area. In general, no off-street parking would be required as a part of these roadway improvements; therefore, no impact would occur.

(9) Potential Impact: Construction activities associated with the Project would have the potential to adversely affect circulation and parking on nearby roadways.

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding:

Onsite Improvements: Project construction is anticipated to take twelve months to complete and would require regular deliveries of equipment and materials to the project site, as well as daily trips by construction workers. These activities have the potential to create congestion on nearby roadways. Note that all construction parking and materials and equipment storage would occur onsite or in areas designated and allowed for such use as arranged by the Project applicant.

Much of the construction traffic, especially trucks and equipment delivery vehicles, would be expected to travel via US-50, Missouri Flat Road, and Diamond Springs Parkway. The Project is located within a commercial and industrial area of El Dorado County that currently experiences a significant number of truck movements on a daily basis; therefore, these routes would be adequate to support construction traffic associated with the Project. The

routing would also avoid residential areas and would minimize potential congestion on the local street system.

Construction activities related to the implementation of offsite roadway improvements would likely result in reduced traffic speeds in the vicinity of the affected intersections and roadway segments. In some cases, lane closures may be required during construction. However, these impacts would be temporary and therefore less than significant.

The majority of the activities associated with constructing the proposed DDRC would take place in an area where motor vehicle travel does not presently occur. Traffic accessing the MRF site would be accommodated throughout the construction process. Construction may result in temporary lane closures on Diamond Springs Parkway. Accordingly, mitigation is proposed requiring the Project applicant to implement a Construction Traffic Control Plan during construction activities to minimize impacts on surrounding roadways and nearby parking areas. The implementation of this mitigation measure would reduce potential impacts to a level of less than significant.

MM TRANS-9 Prior to issuance of a grading permit, the Project applicant shall submit a Construction Traffic Control Plan to El Dorado County for review and approval. The plan shall identify the timing and routing of all major construction equipment and materials deliveries to avoid potential traffic congestion and delays on the local street network and MRF site access, and to encourage the use of US-50, Missouri Flat Road, and Diamond Springs Parkway. If necessary, construction equipment and materials deliveries shall be limited to off-peak hours (e.g., mornings or evenings) to avoid conflicts with local traffic circulation. The plan shall also identify suitable locations for construction worker parking and materials and equipment storage.

Offsite Improvements: The proposed offsite roadway improvements are designed to alleviate congestion and increase the access and safety of drivers in the project area. In general, safety and hazard impacts will be limited to times during construction activities. Prior to construction, a TMP will be prepared. The TMP will address all traffic-related aspects of construction, including but not limited to traffic handling in each stage of construction, pedestrian safety/access, and bicycle safety/access. Except for temporary off-peak lane closures, the same number of traffic lanes will be maintained on offsite roadway improvement areas during the construction period. Narrowed lanes may occur during construction and the roadway may be temporarily shifted to allow work on portions of the roadway.

While there may be temporary traffic congestion as a result of narrowed lanes and potential lane closures during construction in addition to implementing Mitigation Measure TRANS-9 above, such impacts are temporary in nature, and such impacts as a result of offsite improvement construction activities would be considered less than significant.

MM TRANS-9 Prior to issuance of a grading permit, the Project applicant shall submit a Construction Traffic Control Plan to El Dorado County for review and approval. The plan shall identify the timing and routing of all major construction equipment and materials deliveries to avoid potential traffic congestion and delays on the local street network and MRF site access, and to encourage the use of US-50, Missouri Flat Road, and Diamond Springs Parkway. If necessary, construction equipment and materials deliveries shall be limited to off-peak hours (e.g., mornings or evenings) to avoid conflicts with local traffic circulation. The plan shall also identify suitable locations for construction worker parking and materials and equipment storage.

(10) Potential Impact: The Project would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). .

Finding: The County hereby makes Finding 1 and determines that this impact is Less Than Significant. No standard conditions of approval, or mitigation measures were required or recommended.

Facts in Support of Finding:

Onsite Improvements: The El Dorado County Transit Authority (El Dorado Transit) provides general public transportation services within the greater Placerville area, inclusive of Diamond Springs and the project site. Currently, the El Dorado Transit local bus system provides six local routes near the project area, including the Placerville Eastbound and Westbound, Pollock Pines Eastbound and Westbound, Diamond Springs, Cameron Park, Folsom Lake College, and Grizzly Flat.

As a part of the Diamond Springs Parkway's construction, bus turnouts will be constructed at the northwest and southeast corners of the Diamond Springs Parkway and Throwita Way intersection. A third bus turnout would be provided along northbound Diamond Road (SR-49), north of the intersection with Black Rice Road. As a condition of approval for the Project, a bus turnout would be provided at the northwest corner of the Diamond Road (SR-49) and Lime Kiln Road intersection. Service levels at these bus stops would be determined by El Dorado Transit upon completion of the Parkway.

It is assumed that some customers and employees would travel to the DDRC project site by bus and that the bus stops would be adequate to serve the Project's needs.

The 2006-2008 American Community Survey completed by the U.S. Census Bureau, indicated that approximately 1.8 percent of El Dorado County residents utilize public transportation as a means of travel to work. While employment levels of the DDRC are currently unknown, it is unlikely that 1.8 percent of employees would result in significant impacts to local bus routes. Considering that the Project would be a regional shopping center and would attract customers from the surrounding rural areas, the use of a vehicle to reach the project site and transport goods would likely be the most common choice of transportation and would limit the number of customers regularly accessing the site via public transportation.

Based on these characteristics, the Project would not impair access to bus operations in the project vicinity. Impacts would be less than significant.

A Class I bike lane is located north of the project site, known as the El Dorado Multi-Use Trail or EDMUT. This Class I bike lane will be connected to Class II bike lanes to be located along Diamond Springs Parkway that would serve the Project. Class II Bike Lanes are currently in place east of the project site, along Missouri Flat Road from approximately Mother Lode Drive to Golden Center Drive.

As a part of the Project, a path would be constructed between the EDMUT and the Diamond Springs Parkway. Pedestrians and bicyclists would be able to exit the EDMUT via the proposed path, connect to the sidewalk or Class II bike lanes on the northern side of the Diamond Springs Parkway, and then use the crosswalk at the intersection of Diamond Springs Parkway and Throwita Way to access the DDRC. To further facilitate bicycle access, the Project would include bicycle storage facilities located throughout the project site. The provision of these bicycle facilities would ensure that adequate access and storage is available. Through these connections to the existing and future bicycle transportation network, the Project would provide continuity with adjacent projects, schools, parks, and other public facilities. The Project would not conflict with the Bicycle Transportation Plan. Impacts would be less than significant.

The Project would construct sidewalks along the Project's frontages with Diamond Springs Parkway and Diamond Road (SR-49). Direct pedestrian connections would be provided from the sidewalks to major store entrances. All pedestrian facilities would comply with the applicable provisions of the Americans with Disabilities Act (ADA) and, therefore, would allow for convenient and safe access for all persons. Impacts would be less than significant.

Offsite Improvements: The proposed offsite roadway improvements are designed to alleviate congestion and increase the access and safety of drivers

in the project area. In general, safety and hazard impacts will be limited to times during construction activities. Prior to construction, a TMP will be prepared. The TMP will address all traffic-related aspects of construction, including but not limited to traffic handling in each stage of construction, pedestrian safety/access, and bicycle safety/access. Except for temporary off-peak lane closures, the same number of traffic lanes will be maintained on offsite roadway improvement areas during the construction period. Narrowed lanes may occur during construction and the roadway may be temporarily shifted to allow work on portions of the roadway. El Dorado Transit would be able to continue providing transit services to riders in the offsite improvement areas.

While there may be temporary impacts as a result of narrowed lanes and potential lane closures during construction, such impacts are temporary in nature and would be considered less than significant.

3. CUMULATIVE EFFECTS

CEQA Guidelines Section 15130 requires the consideration of cumulative impacts within an EIR when a project's incremental effects are cumulatively considerable. In identifying projects that may contribute to cumulative impacts, the CEQA Guidelines allow the use of a list of past, present, and reasonably anticipated future projects, producing related or cumulative impacts, including those which are outside of the control of the lead agency. The proposed project's cumulative contributions to various impacts were considered in conjunction with other proposed and approved projects in the Diamond Springs Area of El Dorado County.

A. Aesthetics, Light, and Glare

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable aesthetic impacts.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative aesthetics, light, and glare analysis is the immediate area surrounding the project site. This is the area within view of the Project, and therefore, most likely to experience changes in visual character or light and glare impacts.

The Project has been designed in accordance with the Missouri Flat Design Guidelines. The Project would abide by Ordinance Code and General Plan requirements for design, landscaping, and signage as required by the General Commercial zoning and Commercial/Planned Development land use designations. Additionally, the Project would include mitigation to ensure visual impacts to adjacent residential properties are less than significant.

Therefore, the Project, in conjunction with other planned or approved projects, would not have cumulatively considerable aesthetic impacts.

Other development projects in the project vicinity have the potential to alter the visual character of the area. These projects would be subject to design and landscaping requirements to ensure that they do not degrade visual character and that they comply with applicable General Plan and Zoning Ordinance standards. Commercial projects in the Missouri Flat area would be required to take into consideration the directives set forth by the Missouri Flat Design Guidelines. Compliance with these regulations, ordinances, and design standards would ensure that a Project, in conjunction with past, existing, and probable future development, would not make a cumulatively considerable contribution to a significant impact.

The proposed development projects in the project vicinity have the potential to introduce new sources of light and glare. It is reasonable to assume that those other projects would be required to reduce spillover light pursuant to County standards. The Project has submitted a photometric plan to the County that identifies lighting levels in order to ensure that excessive spillage of light and glare onto neighboring properties would not occur. Therefore, the Project would not have the potential to have a cumulative contribution to light and glare impacts.

B. Air Quality

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would have cumulatively considerable impacts to Air Quality.

Finding: The County hereby makes Finding 3 and determines that this impact remains cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative air quality analysis is the Mountain Counties Air Basin. Air pollution is regarded as a regional issue; therefore, this would be the area most likely to be impacted by project emissions.

The uses of the Project would not be consistent with the land use and vehicle miles traveled assumptions contained in the El Dorado County Air Quality Management District's (EDAQMD) 1994 Sacramento Regional Clean Air Plan and in the 8-Hour Ozone Attainment and Reasonable Further Progress Plan. Other development projects may or may not be consistent with the Air Quality Attainment Plan. However, because the Project would be inconsistent with the assumptions, it would have a cumulative contribution to air quality impacts in this regard.

Mitigation would be implemented to ensure the Project's construction emissions would not exceed EDAQMD daily emissions thresholds.

Construction activities associated with other development projects would make a minimal contribution to cumulative emissions because the timing of those activities would overlap minimally, if at all, with the Project. Therefore, it is reasonable to conclude that construction emissions from the Project would not combine with emissions from other development projects to cause cumulatively considerable air quality impacts.

The Project's operational emissions would exceed EDAQMD thresholds for reactive organic gases (ROG) and oxides of nitrogen (NO_x). Mitigation is proposed requiring various emissions reduction measures in order to mitigate the impact; however, the Project's operational emissions would remain significant and unavoidable after mitigation. Operational activities associated with other planned and approved projects would emit air pollutants, which, depending on the nature of the Project, may or may not exceed EDAQMD thresholds. Because the Project's operational emissions would not be mitigated to below EDAQMD thresholds, its air emissions would not be within the regional air emissions budget and, therefore, can be assumed to be cumulatively considerable.

The Project would not create any carbon monoxide (CO) hot spots on surrounding roadways. CO hot spots are localized to specific locations at specific times, significantly reducing the potential for the Project, in conjunction with other development projects, to have a cumulatively considerable impact.

The Project would receive diesel truck deliveries on a daily basis. However, based on distances from sensitive receptors and prevailing wind patterns, sensitive populations would not be exposed to harmful concentrations of toxic air contaminants (such as diesel particulate matter [DPM]). DPM exposure is highly localized because of wind dispersion patterns; therefore, it is unlikely that the Project's DPM emissions would combine with the DPM emissions from other projects. Furthermore, adverse health effects from DPM exposure requires sustained exposure for decades by nearby sensitive receptors. No sensitive receptors are close enough to the project site or the surrounding cumulative projects to be adversely affected by DPM. Therefore, the Project, in conjunction with other projects that may emit DPM, would not create cumulatively considerable health risks.

The Project would result in a net increase of greenhouse gas emissions. Mitigation is proposed that would require implementation of greenhouse gas reduction measures; however, implementation of the mitigation measures would not reduce the level of significance of project-emissions and consistency with the adopted greenhouse gas reduction plan to less than significant. Therefore, the Project's cumulative contribution of greenhouse gases is cumulatively considerable.

C. Biological Resources

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts to biological resources.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative biological resources analysis is the project vicinity. Biological impacts tend to be localized; therefore, the area near the project site would be most affected by project activities (generally within a 0.5-mile radius).

Development projects in the project vicinity may have the potential to impact special-status species. These projects would be required to mitigate for impacts. Similarly, the Project would have the potential to adversely affect special-status species (nesting birds). Mitigation is proposed to reduce potential impacts on species to a level of less than significant. Therefore, the Project, in conjunction with other projects, would not have cumulatively considerable special-status species impacts.

Development projects in the project vicinity may result in impacts to riparian habitat. These projects would be required to comply with all state and federal regulations regarding riparian habitat and, if necessary, include mitigation measures in order to reduce or eliminate impacts and ensure no net loss of riparian habitat. The Project would impact water and riparian habitat under United States Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG) jurisdiction. Accordingly, a Section 404 USACE Permit and CDFG 1602 Streambed Alteration Agreement would be required. Mitigation is proposed requiring the project applicant to obtain these permits and implement associated mitigation (e.g., offsite replacement or purchase of credits at an agency-approved mitigation bank). Therefore, the Project, in conjunction with other planned or approved projects, would not have cumulatively considerable riparian habitat impacts.

Development projects in the project vicinity may result in oak tree removal activities that would be subject to the County's General Plan Policy 7.4.4.4. These projects would be required to comply with the General Plan Policy 7.4.4.4, including onsite replanting and replacement. The Project would. remove portions of the existing onsite oak woodland canopy. Mitigation is proposed requiring that Project not be constructed until the County adopts an offsite oak tree mitigation program or, alternatively, would require that the project be redesigned to accommodate onsite retention as required by General Play Policy 7.4.4.4. Therefore, the Project, in conjunction with other projects in the vicinity would not have cumulatively considerable conflicts with local biological ordinances and policies.

D. Cultural Resources

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts to cultural resources.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative cultural resources analysis is the project vicinity. Cultural resource impacts tend to be localized; therefore, the area near the project site would be most affected by project activities (generally within a 500-foot radius).

Development projects in the project vicinity may have the potential to impact cultural resources. These projects would be required to mitigate for impacts. The project site contains two previously recorded cultural resources: the Diamond Ditch and the former Diamond Springs Lime Plant. Surveys to relocate the previously recorded cultural resources failed to find substantial evidence of either resource within the project site. Nonetheless, the project site may contain previously undiscovered resources that could be encountered by subsurface earthwork activities. The implementation of standard construction mitigation measures would ensure that undiscovered cultural resources are not adversely affected by project-related construction activities, which would prevent the destruction or degradation of potentially significant cultural resources in the project vicinity. Therefore, cumulative impacts are anticipated to be less than significant and the Project, in conjunction with other planned or approved projects, would not have cumulatively considerable cultural resources impacts.

E. Geology, Soils, and Seismicity

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts geology, soils, and seismicity.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative geology, soils, and seismicity analysis is the project vicinity. Geologic, soil, and seismic impacts tend to be localized; therefore, the area near the project site would be most affected by project activities (generally within a 500-foot radius).

Development projects in the project vicinity may result in substantial soil erosion or the loss of topsoil. Similarly, the Project could also result in substantial soil erosion or the loss of topsoil during project construction. Mitigation is proposed requiring implementation of a stormwater pollution prevention plan (SWPPP) and associated best management practices (BMPs) to avoid such impacts. In addition, project construction activities would implement standard stormwater pollution prevention mitigation measures to ensure that earthwork activities do not result in substantial erosion offsite and, therefore, would not contribute to area wide erosion problems. It is reasonable to assume that other development projects would implement mitigation measures for erosion that would reduce project-level impacts to a less than significant level. Therefore, the Project, in conjunction with other projects, would not have cumulatively considerable soil erosion or topsoil loss impacts.

Development projects in the project vicinity may be located on unstable soils. The proposed site may contain unstable geologic conditions including corrosive soils and non-engineered fills. Mitigation is proposed requiring the use of appropriate cement and underground conduits and implementation of grading plans as recommended in the project specific geotechnical report to reduce impacts to less than significant. It is reasonable to assume that other development projects would implement mitigation measures for unstable soils that would reduce project-level impacts to a less than significant level. Therefore, the Project, in conjunction with other projects, would not have cumulatively considerable impacts related to unstable soils.

F. Hazards and Hazardous Materials

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts to hazards and hazardous materials.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative hazards and hazardous materials analysis is the project vicinity. Adverse effects of hazards and hazardous materials tend to be localized; therefore, the area near the project site would be most affected by project activities (generally within a 500-foot radius).

The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions. Operation of the proposed gas station would be required to abide by all applicable federal, state, and local regulations. As such, the Project would not have the potential to cause an incremental contribution to hazards in the

project vicinity. Similarly, other projects in the vicinity would be required to abide by all applicable federal, state, and local regulations regarding hazardous materials. Therefore, cumulative impacts are anticipated to be less than significant, and the Project, in conjunction with other projects, would not have cumulatively considerable hazards and hazardous materials impacts.

Development projects would be required to abate any hazards or hazardous materials conditions that exist onsite, such as contamination or hazardous building materials. The project site contains past and present uses that could potentially result in the exposure of persons and the environment to hazardous materials, including lead, polychlorinated biphenyls (PCBs), and industrial chemicals. Mitigation is proposed requiring surveying for hazardous materials and their proper removal and disposal. Additionally, implementation of the Project may result in the potential discovery of lime deposits onsite, resulting in increased stormwater acidity. Mitigation is proposed to address any effects the Project may have on stormwater quality. Other projects in the area containing potential hazardous materials would be required to implement similar measures to protect public health and safety. Given the remote possibly of any hazardous materials being released offsite by any of the projects, the combined impact of the associated construction and demolition activities would not be cumulatively considerable.

G. Hydrology and Water Quality

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on Hydrology and Water Quality.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative hydrology and water quality analysis is the Weber Creek watershed.

Development projects in the project vicinity may have the potential to create sources of short-term and long-term water pollution. These projects would be required to mitigate for potential impacts by providing stormwater pollution prevention measures. The Project would involve short-term construction and long-term operational activities that would have the potential to degrade water quality in downstream waterways. Mitigation is proposed that would require implementation of various construction and operational water quality control measures that would prevent the release of pollutants into downstream waterways.

Development projects in the project vicinity may have the potential to increase impervious surface coverage and, therefore, may result in increased runoff volumes in downstream waterways. These projects would be required

to provide drainage facilities that collect and detain runoff such that offsite releases are controlled and do not create flooding. The Project would significantly increase the amount of impervious surfaces at the project site. Implementation of the Project's drainage plan, and the construction of a stormwater detention basin, would ensure the Project's stormwater flows would not exceed pre-development levels. It is reasonable to assume that other related projects would implement similar stormwater quality and drainage plans that would reduce potential impacts to downstream waterways to a less than significant level. Therefore, the Project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on hydrology and water quality.

H. Land Use

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on Land Use.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative land use analysis is the area within the vicinity of the Diamond Springs community.

Development projects in the Diamond Springs area would be required to demonstrate consistency with all applicable General Plan and Zoning Ordinance requirements. Consistency with the Missouri Flat Design Guidelines would be required for all projects located within the defined Missouri Flat corridor area. This would ensure that these projects comply with applicable planning regulations. The Project is requesting a General Plan Amendment and rezone to Commercial and General Commercial land use and zoning designations, respectively. The Project has been designed in accordance with the General Commercial zoning regulations. The Project is also requesting the designation of a Planned Development Overlay to allow for an efficient use of the property at the discretion of the County. As such, the Project would be consistent with applicable provisions and ordinances of both the El Dorado County General Plan and the Ordinance Code. Furthermore, the Project has been designed in accordance with the Missouri Flat Design Guidelines. The Project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on land use. .

I. Noise

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on Noise.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative noise analysis is the project vicinity, including surrounding sensitive receptors. Noise impacts tend to be localized because ambient noise generally tends to dissipate within 0.25 mile, and existing noise from roadways tends to have a canceling effect on noise emanating from a project site; that is, the logarithmic properties of noise and distance usually mean there are no additive effects. Therefore, the area near the project site (generally 0.25 mile) would be the area most affected by project activities.

Construction activities associated with the Project, such as ground clearing, excavation, grading, and movement of construction materials would result in substantial sources of noise impacting a single adjacent residence. Mitigation is proposed that would require the use of a temporary noise barrier, thereby reducing impacts to less than significant. Therefore, the Project would not have a cumulatively considerable contribution to short-term ambient noise levels. Other planned and approved projects would be required to implement similar construction noise mitigation. Note that the construction schedules for other planned and approved projects are not anticipated to overlap because of the timing of approvals, which minimizes the potential for cumulatively considerable construction noise effects. In addition, construction noise is a localized phenomenon; therefore, even if all projects were constructed concurrently, there may not be cumulative construction noise impacts. Regardless, because construction noise generally would be limited to daytime hours and would be short-term, construction noise would not be cumulatively considerable.

The Project's operational activities including onsite truck circulation, loading dock activities, and rooftop mechanical equipment would result in sources of noise. However, noise levels would not be significant enough to significantly impact adjacent sensitive receptors. Therefore, the Project would not have a cumulatively considerable contribution to exceedance of noise standards due to operational activities. Other planned and approved projects would be required to implement similar operational noise mitigation as needed. Accordingly, the Project would not contribute to a cumulatively considerable exceedance of noise standards.

The Project's vehicular trips would not make a substantial incremental contribution to ambient noise levels under Existing Plus Project and Year

2025 conditions at any sensitive receptor location. Thus, the Project would not combine with other projects to cause a cumulatively considerable increase in ambient roadway noise.

The Project's construction and operational vibration levels would not exceed applicable thresholds. Because vibration is a highly localized phenomenon, there would be no possibility for vibration associated with the Project to combine with vibration from other projects because of their distances from the project site. Therefore, the Project would not contribute to a cumulatively considerable vibration impact.

Construction and operational noise resulting from the Project would result in substantial temporary or periodic increases in ambient noise levels due to the use of construction equipment, and parking lot sweeping. Mitigation is proposed that would reduce these impacts to a less than significant level. Other approved projects would be required to evaluate temporary or periodic noise increases and, if necessary, mitigate for such impacts. Thus, the Project would not combine with other projects to cause a cumulatively considerable increase in temporary or periodic noise increases.

J. Public Services and Utilities

The geographic scope of the cumulative public services analysis is the service area of each of the providers serving the project. Because of differences in the nature of the public service and utility topical areas, they are discussed separately:

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on fire protection and emergency medical services.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative fire protection and emergency medical services analysis is the Diamond Springs-El Dorado Fire District service area, which encompasses 93 square miles within El Dorado County.

The Fire District expressed concern regarding the ability of existing fire flows to serve the Project. Mitigation would ensure a Facility Report Plan is submitted to address the expansion of water lines and specific fire flow requirements. The Fire District did not indicate that the Project would otherwise have a significant impact on fire services and would not create the need for new or expanded fire protection facilities. Other development projects would be reviewed for impacts on fire protection and emergency medical services, and would be required to address any potential impacts.

Because demand for fire protection and emergency medical services is highly dependent on a number of factors that vary substantially by project (hours of operation, fire prevention measures, occupancy by sensitive populations, etc.), it is further unlikely that there would be substantial overlap in demand between these projects and the Project that would result in a cumulatively considerable impact. Therefore, the Project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on fire protection and emergency medical services.

(2) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on police protection.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative police protection analysis is the El Dorado County Sheriff Department's Diamond Springs/Placerville service area.

The El Dorado County Sheriff's Department provided written responses regarding the Project indicating that an increase in property crimes and crimes against persons would be expected as a result of the Project, potentially necessitating an increase in the number of officers needed to serve the Diamond Springs/Placerville area. Mitigation is proposed requiring the establishment of security patrol to ensure the Project would not create a need for new or expanded police protection facilities. Other development projects in the Diamond Springs/Placerville area would be reviewed for impacts on police protection and would be required to address any potential impacts with mitigation. Because demand for police protection is highly dependent on a number of factors that vary substantially by project (business clientele, hours of operation, crime prevention measures, etc.), it is unlikely that there would be substantial overlap in demand that would result in a cumulatively considerable impact. Therefore, the Project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on police protection.

(3) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on potable water supply.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative potable water analysis is the El Dorado Irrigation District's (EID's) potable water service area, which includes Division 2 and Service Zone 7 in which the Project is located.

The EID indicated sufficient potable water is available to serve the Project, but that a Facility Report Plan would be required. Mitigation would ensure a Facility Report Plan is submitted to address the expansion of water lines and specific fire flow requirements. To minimize the Project's potential cumulative impacts on long-term water supply mitigation would require the Project applicant to implement outdoor irrigation and indoor domestic water conservation measures and practices. All planned and approved development projects in the EID service area also would be required to demonstrate that potable water and fire flow supply sources are available, and these projects may be required to implement water conservation measures. Therefore, the Project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on potable water supply...

(4) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on wastewater.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative wastewater analysis is EID's Deer Creek wastewater service area, which provides service to approximately 24 square miles in El Dorado County.

The EID indicated sufficient wastewater capacity is available to serve the Project. All planned and approved projects would be required to demonstrate that sewer service is available to ensure that adequate sanitation can be provided. Accordingly, the Project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on wastewater.

(5) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on storm drainage.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative storm drainage analysis is the downstream waterways that receive runoff from the project site.

All planned and approved development projects in the project vicinity would be required to provide drainage facilities that collect and detain runoff such that offsite releases are controlled and do not create flooding. The Project would be served by onsite drainage facilities that would impound runoff and ensure that it is released at a rate no greater than pre-development conditions. As such, the Project would ensure that no net increase in stormwater would leave the project site; therefore, no incremental contribution to potential cumulative impacts would occur. The Project would implement standard pollution prevention measures during construction to ensure that downstream water quality impacts are minimized to the greatest extent possible. In addition, the Project would provide water quality measures to prevent pollution during daily operations. Therefore, the Project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on storm drainage.

(6) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on solid waste.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative solid waste analysis comprises those projects contributing to the Kiefer Landfill in Sacramento County and Forward Landfill in San Joaquin County.

Planned and approved development projects would generate construction and operational solid waste and, depending on the volumes and end uses, would be required to implement construction and operation recycling and waste reduction measures. The Project is anticipated to generate 546.6 tons of solid waste during construction and 673.2 tons annually during operations. Mitigation is included that would require the Project applicant to retain a qualified contractor to perform construction and demolition debris recycling and to install onsite facilities necessary to collect and store recyclable materials and green waste. These practices would reduce substantial quantities of solid waste produced during construction and operation from entering the solid waste stream. Landfill capacity would thereby be conserved, and the Project's impacts would be reduced to a less than significant level. Even without such measures, the contribution of the Project during the remaining lifetime of the landfill will be about 0.04 percent. Thus, the contribution of the Project would not be cumulatively considerable.

(7) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on energy consumption.

Finding: The County hereby makes Finding 1 and determines that this impact would not be cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative energy analysis is the Pacific Gas and Electric (PG&E) service area, which encompasses all or part of 47 counties in California, constituting most of the northern and central portions of the State.

Future development projects in the PG&E service area would be required to comply with Title 24 energy efficiency standards. The Project would demand an estimated 6.2 million kilowatt-hours (kWh) of electricity on an annual basis. The Project's structures would be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC], and water heating systems), indoor and outdoor lighting, and illuminated signs. As with any project in California, projects in El Dorado County are required to comply with Title 24. The Project also would incorporate a number of energy conservation measures that exceed Title 24 requirements. The incorporation of the most recent Title 24 standards and other conservation measures into the Project would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy. Therefore, the Project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on energy consumption.

K. Transportation

(1) Potential Impact: The proposed project, in conjunction with other planned or approved projects, would have cumulatively considerable impacts on transportation.

Finding: The County hereby makes Finding 3 and determines that this impact remains cumulatively considerable after the implementation of project design features, standard conditions of approval, or mitigation measures.

Facts in Support of Finding: The geographic scope of the cumulative transportation analysis is the roadway system in the vicinity of Diamond Springs.

Planned and approved development projects in the project vicinity would generate new vehicle trips that may trigger or contribute to unacceptable intersection, roadway segment, freeway facility, or queuing operations. All

projects would be required to mitigate for their fair share of impacts, in accordance with County requirements. The Project would generate 296 trips during the weekday morning (AM) peak hour and 435 trips during the weekday afternoon (PM) peak hour. The Project would contribute vehicle trips to intersections, roadway segments, and queuing that would operate at unacceptable levels under Year 2015 and 2025 conditions. Mitigation is proposed that would mitigate impacts to a level of less than significant with the exception of LOS impacts at the eastbound approach of the Missouri Flat Road and Enterprise Drive intersection. Because no feasible or acceptable mitigation is available to reduce these impacts to less than significant, the resulting roadway LOS and queuing impacts are significant and unavoidable. Therefore, the proposed project would have a cumulatively considerable contribution to cumulative impacts to the Missouri Flat Road and Enterprise Drive intersection.

Additionally, the Project would be required to implement a construction traffic and parking plan to minimize impacts to surrounding roadways and land uses. Other planned and approved projects would also be required to implement similar plans during construction to mitigate impacts. Therefore, the Project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact concerning construction traffic and parking.