

PD-R24-0003 Green Valley Station

Exhibit A - Location Map



APNs 116-301-006, 116-301-007, 116-301-008, 116-301-009, 116-301-010, 116-301-011



0 0.25 0.5 Miles

Legend

Parcel Lines	Roads
Parcel Lines	MAJOR

PD-R24-0003 Green Valley Station
Exhibit B - Aerial Photo



APNs 116-301-006, 116-301-007, 116-301-008, 116-301-009, 116-301-010, 116-301-011

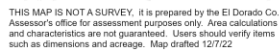


0 250 500 Feet

Legend

Parcel Lines Roads
Parcel Lines Roads

CAMERON PARK UNIT NO. 12
POR. SECS. 28 & 29 T.10., R.9E., M.D.M.

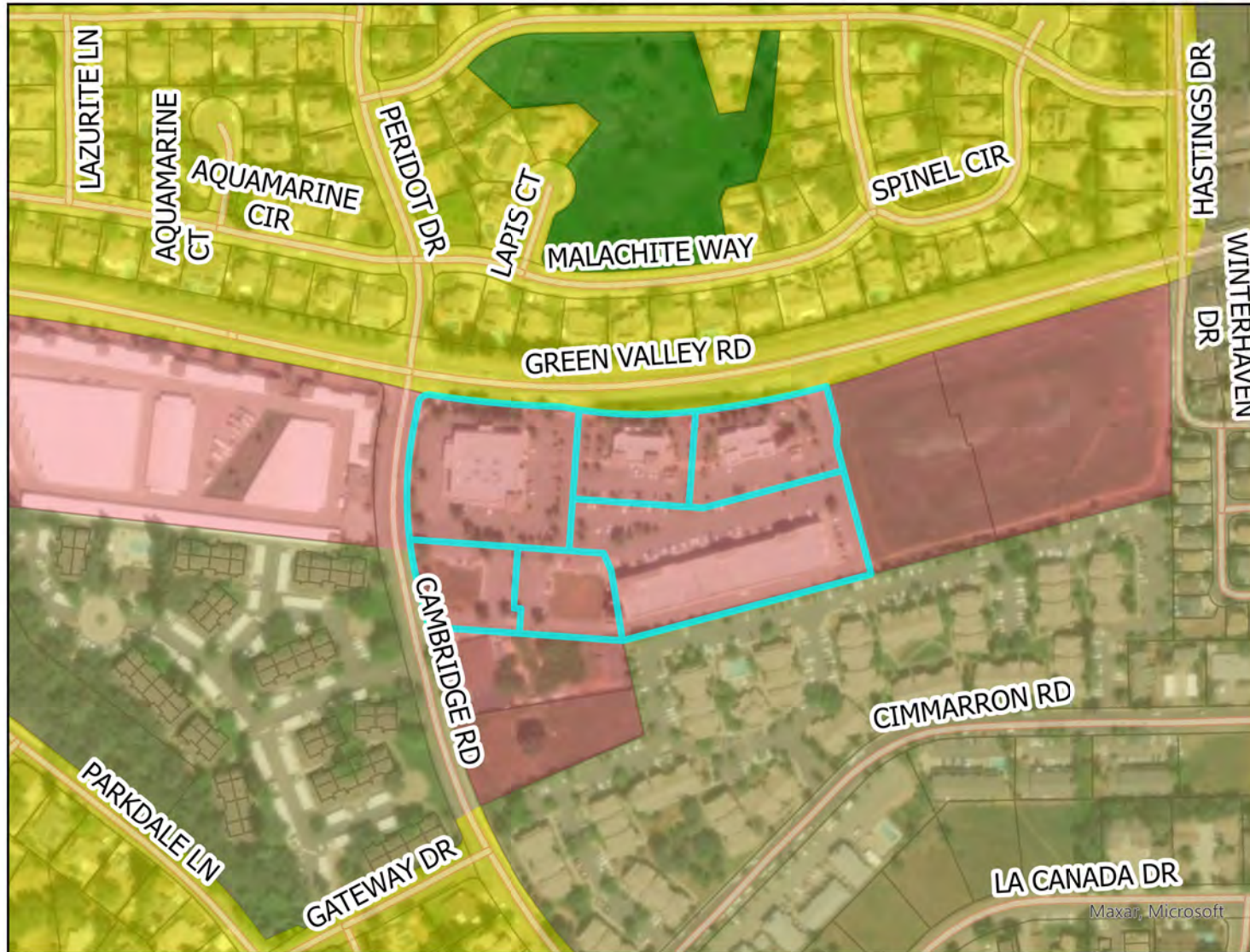


Adjacent Map Pages Shown in Grey Text
Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

Assessor's Map Book 116 Page 30
County of El Dorado, CA

PD-R24-0003 Green Valley Station

Exhibit D - General Plan Land Use Map



Legend

Land Use Designations

- Commercial (C)
- High Density Residential (HDR)
- Multi-Family Residential (MFR)
- Open Space (OS)

Parcel Lines

- Parcel Lines

Roads

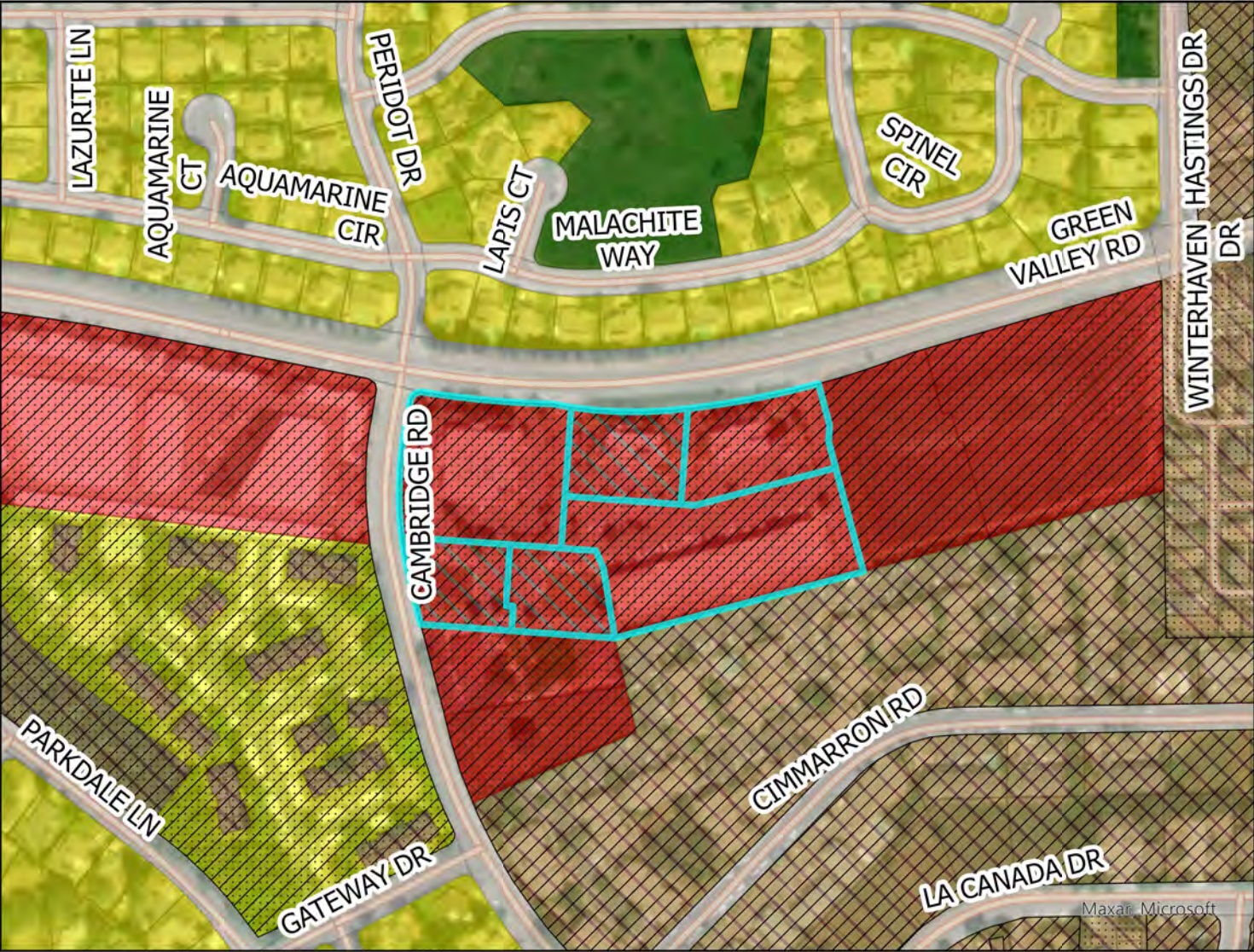
- Roads

APNs 116-301-006, 116-301-007, 116-301-008, 116-301-009, 116-301-010, 116-301-011



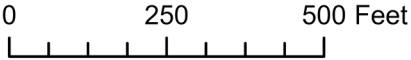
0 250 500 Feet

PD-R24-0003 Green Valley Station
Exhibit E - Zoning Designation Map



- Legend
- Design Review - Community Combining Zone
Design Review - Community (-DC) Combining Zone
- Planned Development Combining Zone
Planned Development (-PD) Combining Zone
- Zoning Designations
- CC = Commercial Community
 - CL = Commercial Limited
 - OS = Open Space
 - R1 = Residential Single Unit
 - RM = Residential Multi-Unit
 - TC = Transportation Corridor
- Parcel Lines
Parcel Lines
- Roads
Roads

APNs 116-301-006, 116-301-007, 116-301-008, 116-301-009, 116-301-010, 116-301-011



**PD-R24-0003 GREEN VALLEY STATION
EXHIBIT F - PD05-0004**

PD05-0004 – As approved by the Planning Commission January 26, 2006

Findings

1.0 CEQA FINDING

- 1.1 The Planning Commission has considered the Mitigated Negative Declaration together with the comments received and considered during the public hearing process. The Mitigated Negative Declaration reflects the independent judgment of the Planning Commission and has been completed in compliance with CEQA, and is adequate for this proposal.
- 1.2 The Planning Commission finds that the proposed project could not have a significant effect on the environment.
- 1.3 The documents and other materials which constitute the record of proceedings upon which this decision is base are in the custody of Planning Services at 2850 Fairlane Court, Placerville, CA.
- 1.4 The proposed project will not have a significant effect on the environment, based on the analysis contained in the Initial Study and the mitigation measures identified therein, and a Negative Declaration has been filed. A de minimis finding on the project's effect on fish and wildlife resources cannot be found and the project is therefore subject to the payment of State Fish and Game fees pursuant to State Legislation (California Fish and Game Code Section 711.4).

2.0 ADMINISTRATIVE FINDINGS

2.1 Planned Development PD05-0004 Findings

Issuance of a Planned Development Permit (PD05-0004) for a 64,079 square foot commercial shopping center known as the "Green Valley Station" on a 12.94-acre parcel within the Planned Commercial-Design Control-Planned Development (CP-DC-PD) Zone District.

2.1.1 The proposed development is so designed to provide a desirable environment within its own boundaries.

The project is for retail purposes. Walkways along Green Valley and Cambridge Roads within existing setbacks will comply with County and community standards, to create a pedestrian friendly street frontage. The design of the interior parking provides the best possible circulation. Bicycle lockers are to be provided within the development. Bulletin boards will be provided within the development for community use. Local artists will be encouraged to contribute works of art for use within the Project and areas will be designated for their display. The project does provide appropriate circulation for pedestrian traffic within the center.

2.1.2 Any exceptions to the standard requirements of the zone regulations are justified by the design or existing topography.

The exceptions to the standard requirements of the zone regulations include relief from the loading zone requirements. Due to the nature of the businesses within the center, the traditional loading zone or docks have been determined not to be necessary. One loading dock has been provided for the pharmacy retailer and all other businesses will be receiving deliveries during non-business hours or will receive deliveries at the rear of the southern buildings. Relief from the loading requirements has been justified by the hours of deliveries and the variety of tenants that will occupy the center.

2.1.3 The site is physically suited for the proposed uses.

The relatively large, gently sloping lot is suited for the proposed uses. The lot has been cleared and is ready for development. The Cameron Park neighborhood is a desirable location for a pharmacy retailer and for restaurant and personal service establishments.

2.1.4 Adequate services are available for the proposed uses, including, but not limited to, water supply, sewage disposal, roads and utilities.

The El Dorado Irrigation District has provided a Facilities Improvement Letter indicating that water and sewer services can be provided to the site. The El Dorado County Department of Transportation has recommended approval of the Project with road improvements made as a requirement of project approval.

2.1.5 The proposed uses do not significantly detract from the natural land and scenic values of the site.

The project is not within a scenic corridor and is surrounded by urban development. The developer is required to plant a significant amount of trees on the site to increase the scenic value of the site, as project mitigation.

2.2.0 The issuance of the permit is consistent with the General Plan

The 2004 General Plan designates the subject site as Commercial (C). The purpose of the Commercial land use category is to provide a full range of commercial retail, office, and service uses to serve the residents, businesses, and visitors of El Dorado County. It can be found through the discretionary planned development permit process that the project is consistent with the specific, fundamental, and mandatory land use development goals, objectives, and policies of the General Plan. Staff finds that the project, as conditioned, will be compatible with the adjacent and surrounding properties, and conforms to the General Plan.

2.2.1 The proposed use is consistent with the policies in the 2004 El Dorado County General Plan.

The El Dorado County 2004 General Plan designates the subject site as Commercial (C). The following General Plan policies apply to this project:

Policy 2.2.1.5: The General Plan shall provide for the following building intensities in each land use designation as shown in Table 2-3.

Excerpt from Table 2-3: BUILDING INTENSITIES		
Land Use Designation	Floor Area Ratio	Maximum Impervious Surface in %
Commercial	.25	85

The site area is 563,666 square feet, with a floor area of 64,079 square feet, which equates to a floor area ratio of 0.11. The impervious surface area has been determined to be 280,465 square feet, which is 49 percent of the site area. As proposed, the project complies with the 0.25 floor area ratio and the 85 percent maximum impervious surface intensity allowed by General Plan Policy 2.2.1.5. It can be found that the project complies with the General Plan Policy 2.2.1.5, with the conditions that have been imposed on the project.

Policy 2.5.2.1: Neighborhood commercial centers shall be oriented to serve the needs of the surrounding area, grouped as a clustered, continuous center where possible, and should incorporate but not be limited to the following design concepts as further defined in the Zoning Ordinance:

- A. Maximum first floor building size should be sized to be suitable for the site;
- B. Residential use on second story;
- C. No outdoor sales or automotive repair facilities;
- D. Reduced setback with landscaping and walkways;
- E. Interior parking, or the use of parking structure;
- F. Bicycle access with safe and convenient bicycle storage area;
- G. On-street parking to reduce the amount of on-site parking;
- H. Community bulletin boards/computer kiosks;
- I. Outdoor artwork, statues, etc., in prominent places; and
- J. Pedestrian circulation to adjacent commercial centers.

The developer has proposed a building coverage of 11 percent. This coverage allows for optimal circulation and ensures that the project will blend with the surroundings. The project is for retail purposes and does not include a residential component. No auto repair or outdoor sales are included in the shopping center. Walkways along Green Valley and Cambridge Roads within existing setbacks will comply with County and community standards, to create a pedestrian friendly street frontage. The design of the interior parking provides the best possible circulation. Bicycle lockers are to be provided within the development. Due to the location of the project, on-street parking is not feasible and will not be provided. Bulletin boards will be provided within the development for community use. Local artists will be encouraged to contribute works of art for use within the project and areas will be designated for their display. There are

currently no other commercial retail establishments adjacent to the site in which to provide walkways and sidewalks for pedestrians. The project does provide appropriate circulation for pedestrian traffic within the center. The developer has demonstrated that the development plan complies with the requirements of this General Plan policy and it can be found that the project is consistent with General Plan Policy 2.5.2.1.

Policy 2.2.5.2: Applications for discretionary projects or permits, including land divisions and rezones, shall be reviewed to determine consistency with General Plan policies. No approvals shall be granted unless a finding is made that the Project or permit is consistent with the General Plan.

The project is for a planned development and has been reviewed according to the General Plan policies and it can be found that the Project is consistent with General Plan Policy 2.2.5.2.

Policy 2.2.5.20: Development involving any structure greater than 120 square feet in size or requiring a grading permit shall be permitted only upon a finding that the development is consistent with this General Plan and the requirements of all applicable County ordinances, policies and regulations. For projects that do not require approval of the Planning Commission or Board of Supervisors, this requirement shall be satisfied by information supplied by the applicant demonstration compliance.

The developer has applied for the required planned development permit, which requires Planning Commission approval. The developer has demonstrated that the development plan complies with all the General Plan policies applicable to the project.

Policy 2.8.1.1: Development shall limit excess nighttime light and glare from parking area lighting, signage, and buildings. Consideration will be given to design features, namely directional shielding for street lighting, parking lot lighting, sport field lighting, and other significant light sources, that could reduce effects from nighttime lighting. In addition, consideration will be give to the use of automatic shutoffs or motion sensors for lighting features in rural areas to further reduce excess nighttime light.

A photometric plan has been provided which shows the location of each fixture and the candle power. The lights to be located on the southern most building are located adjacent to apartment buildings. The proposed lights are wedge style and are to be mounted on the building. These luminaries are designed in a curvilinear form, with tapered sides and are down mounted, with cutoff features. No light spillover onto the adjacent property is expected. All lighting will comply with County requirements that no off-site light migration occur. It can be found that the lighting plan is consistent with General Plan Policy 2.8.1.1.

Policy 5.4.1.1: Require storm drainage systems for discretionary development that protect public health and safety, preserve natural resources, prevent erosion of adjacent and downstream lands, prevent the increase in potential for flood hazard or damage on either adjacent, upstream or downstream properties,

minimize impact to existing facilities, meet the National Pollution Discharge Elimination System (NPDES) requirements, and preserve natural resources such as wetlands and riparian area.

A Preliminary Drainage Report has been prepared for the project site and has been reviewed by the Department of Transportation. Final approval of a drainage plan and site improvements will be required prior to issuance of a grading permit for the site, as required by the Department of Transportation. It can be found that the Final Drainage Plan for the site will be in compliance with General Plan Policy 5.4.1.1.

Policy 5.7.2.1: Prior to approval of new development, the responsible fire protection district shall be requested to review all applications to determine the ability of the district to provide protection services. The ability to provide fire protection to existing development shall not be reduced below acceptable levels as a consequence of new development.

The Cameron Park Fire Department has reviewed the project and can provide service to the project site. It can be found that the project is in compliance with General Plan Policy 5.7.2.1.

Policy 6.5.1.2: When proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 6-2 at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in project design.

An Acoustical Analysis has been prepared for the Project. It can be found that the project is in compliance with General Plan Policy 6.5.1.2.

Policy 6.6.1.11: The standards outlined in Tables 6-3, 6-4, and 6-5 shall apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends, and on federally-recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards.

Construction activities associated with the project could generate noise levels exceeding El Dorado County General Plan standards. However, the temporary and transitory nature of this noise source would result in a less than significant impact with the included limitation on construction activity. A project mitigation measure has been included in the Mitigated Negative Declaration which states that construction activity shall be limited to the hours of 7 a.m. and 7 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m., on weekends, and on federally recognized holidays. With the project mitigation measure, it can be found that the Project is in compliance with General Plan Policy 6.6.1.11.

Policy 7.3.2.2: Project requiring a grading permit shall have an erosion control program approved, where necessary.

A preliminary erosion control plan has been prepared for the project. The final erosion control plan will be reviewed and approved by both the Department of Transportation and the El Dorado County Resource Conservation District prior to issuance of a grading permit. With the project conditions, it can be found that the Project is in compliance with General Plan Policy 7.3.2.2.

Policy 7.3.5.1: Drought-tolerant plant species, where feasible, shall be used for landscaping of commercial development. Where the use of drought-tolerant native plant species is feasible, they should be used instead of non-native plant species.

Landscaping consisting of a variety of low- to moderate-water-using shrubs, ground cover, and trees would be installed in at-grade planters along the rear and side property lines and throughout the parking areas. A majority of the trees (202) are to be 15 gallon, with an additional 23 trees to be 24 inch box to be scattered throughout the development. Although the development appears to have provided many trees, it does not appear that the draft plan complies with the required parking lot shade and buffering requirements. A Final Landscape Plan will be required which will need to comply with the County Standards. It can be found that the Project is in compliance with General Plan Policy 7.3.5.1.

Policy 7.5.1.3: Cultural resource studies (historic, prehistoric, and paleontological resources) shall be conducted prior to approval of discretionary projects. Studies may include, but are not limited to, record searches through the North Central Information Center at California State University, Sacramento, the Museum of Paleontology, University of California Berkley, field surveys, subsurface testing, and/or salvage excavations. The avoidance and protection of sites shall be encouraged.

A Cultural Resource Assessment and a records search were conducted for the project area. The site had been previously survey by Dana Supernowicz in 1993, who recorded the remains of the Green Valley House as CA-ELD-1256-H. The site was further evaluated by Peak and Associates, Inc. to determine significance for CEQA purposes. The team met a backhoe operator at the site on August 17, 2005, and began the tasks designed to adequately test the mounded areas for the possible presence of concentrated historic periods trash deposits or artifacts signifying the presence of prehistoric period archeological site. The backhoe trenching did not produce any significant complete artifacts and what was recovered as garments was of little value in interpretation of past activities at the site. It is entirely possible that site had been the focus of previous vandalism and all in tact or compete bottle and ceramics had been collected and removed. The site does not meet the criteria of the California Register of Historical Resources and cannot be considered a significant site. There was absolutely no evidence of any prehistoric period occupation or use of the area. It can be found that the project is in compliance with General Plan Policy 7.5.1.3.

Conditions/Mitigation Measures

1. This planned development permit approval is based upon and limited to compliance with the project description, dated January 26, 2006, and Conditions of Approval set forth below.

The project description is as follows:

Approval of Planned Development PD05-0004 for a commercial shopping center, to include 8,000 square feet of restaurant use, two drive-up fast food establishments and 56,079 square feet of commercial retail space, which may include a 15,678 square foot major pharmacy retailer with a drive-up pharmacy window. The following table provides the shopping center details:

SHOPPING CENTER DETAILS					
Bld. #	Parcel Size (sq. ft.)	Building Size (sq. ft.)	Floor Area Ratio	Proposed Use	Number of Parking Spaces Required
Major D		15,678		Major Pharmacy Retailer	63
Pad E		4,000		Restaurant (max. seating capacity =120)	40 regular 4 recreational
Pad F		4,000		Restaurant (max. seating capacity =120)	40 regular 4 recreational
Shop C		6,750		Retail	27
Shop D		4,800		Retail	19
Shop E		28,851		Retail	115
Totals	563,666	64,079	.11		312

*Impervious Areas: 63,273 sq. ft (bldg. coverage) + 217,192 sq. ft. (parking/driveways) =280,465 sq. ft (50 percent)

The proposed structures are to be slab-on-grade stucco buildings. The finish is to be plaster with moldings for trim and cornices and stone veneer finish along the store fronts. Fabric and steel awnings are to be used throughout the shopping center. Accent steel features are also proposed. The shopping center has been designed with pop-outs, tower elements and a varying color scheme to add visual relief and interest throughout the center. Shop B has an entry tower element, with a maximum height of 38 feet, and additional elements at heights of 31 feet and 28 feet. Shop C has an entry element with a height of 29 feet. Shop D has an entry element, with a maximum height of 30 feet. Major D has an entry element with a height of 30 feet. Pad F has an entry element with a maximum height of 31 feet.

A color palette for the site has been proposed and is extensive. The colors include: Colonial Revival Green Stone (similar to sage green), Nuthatch (brown), Eastlake Gold, Interactive Cream, Biscuit and Roycroft Adobe (similar to brick red). The roof is to be flat concrete tile and the windows are to have green reflective tint.

The site is to include two, 4,000 square foot restaurant uses, with a maximum seating capacity of 120 seats. Based on the seating capacity, each restaurant would be required 80 regular or compact parking spaces and four recreational parking spaces. Both restaurants also propose drive-thru facilities; therefore, parking space credit is given for the stacking lane (each 24 foot length). The remaining 56,079 square foot shopping center is to be retail shopping, with one major pharmacy retailer, which will also have a drive-thru facility. The parking required for the retail users is 224 spaces. The total number of parking spaces required is 312 spaces, with six spaces required to be available for the disabled and eight for recreational vehicles. The developer has provided 320 parking spaces, 171 standard parking spaces, 110 compact spaces, 14 disabled spaces, eight recreational vehicle spaces and 17 drive-thru stacking lane spaces. The following table provides details on the required and provided on-site parking:

PARKING REQUIREMENTS		
Parking Stall Standard	Number of Spaces Required	Number of Spaces Provided
Standard Space	298	171
Compact Space	35 percent allowed	110
Disabled Space	6	14
Recreational Vehicle Space	8	8
Drive-Thru Stacking Space	1 space credit for each 24 feet of stacking lane	17
Loading Zone	3	1 (plus behind Shop E)
Totals	315	320

The project has been designed to include one dedicated loading space for the major pharmacy retailer. The loading dock for the pharmacy has been designed to be 14 feet wide and 58 feet long, exceeding the County Standards for loading docks. The developer has not designed truck loading docks for the bulk of the shopping center because it does not necessitate the use of loading docks due to the individual tenant sizes and needs. The drive aisle/service lane behind and to the south of Shops B, C, and D will be utilized for deliveries.

Detailed Lighting and Sign Programs have been provided for the shopping center and are provided as Exhibits H and I. A preliminary landscape plan has been provided and will be finalized for the site.

MITIGATION MEASURES FROM PROPOSED MITIGATED NEGATIVE DECLARATION

- The developer shall plant 30, ~~15-gallon~~ 24 inch oak trees on the site, in addition to the required parking lot and buffer landscape requirements. **All replacement trees shall be planted as part of Phase I development.** A Certified Arborist shall prepare an Oak Tree Replacement and Management Plan, with the site locations for the oak trees identified, with specific planting and care requirements specified. The program shall also include at a minimum a five year monitoring program to ensure that the trees remain healthy and free from disease. The property owner shall monitor replacement oaks for

five years or until the success criteria described in the final approved Oak Tree Replacement and Management Plan are met, whichever is greater. The property owner shall submit a monitoring report by a Certified Arborist to Planning Services for each year of the five-year monitoring period by October 1 of each year.

MONITORING: Planning Services shall review the Project plans and the Oak Tree Replacement and Management Plan prepared by a Certified Arborist prior to issuance of a building permit. The five year monitoring contract with a Certified Arborist shall be provided to the County prior to issuance of a building permit.

3. During all grading activities in the project area, an archaeologist or historian approved by the Deputy Director of Planning Services shall be on-call. In the event a heritage resource or other item of historical or archaeological interest is discovered during grading and construction activities, the project proponent shall ensure that all such activities cease within 50 feet of the discovery until the on-call archaeologist can examine the find in place and determine its significance. If the find is determined to be significant and authenticated, the archaeologist shall determine the proper method(s) for handling the resource or item. Grading and construction activities may resume after appropriate measures are taken or the site is determined not to be of significance. The project grading plans shall include this mitigation on the plans. Planning Services shall review the grading plans prior to issuance of a grading permit.

MONITORING: Planning Services shall review the grading plan to determine that the notation has been placed on the plan prior to issuance of a grading permit.

4. In the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.98 of the Public Resources Code. If the remains are determined to be Native American, the Coroner must contact the Native American Heritage Commission within 24 hours. The treatment and disposition of human remains shall be completed consistent with guidelines of the Native American Heritage Commission. The project grading plans shall include this mitigation on the plans. Planning Services shall review the grading plans prior to issuance of a grading permit.

MONITORING: Planning Services shall review the grading plan to determine that the notation has been placed on the plan prior to issuance of a grading permit.

5. The project shall comply with all the geotechnical engineers' requirements for moisture Transmission through slab-on-grade construction and with the recommended pavement construction standards. The County shall review the project improvement plans and construction details to verify compliance with the geotechnical engineers requirements prior to issuance of a building permit.

MONITORING: The Department of Transportation shall review the improvement plans to verify compliance with the project geotechnical report.

6. The project shall include a six-foot tall property line noise barrier to be constructed along the truck delivery route behind the proposed retail buildings along the south property line of the project site, adjacent to the existing residential uses. The noise barrier shall extend from Cambridge Road adjacent to the daycare use to the end of retail Shop B, or as detailed in Figure 1 in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants, dated August 10, 2005. The noise barrier shall be constructed of concrete masonry materials such as a CMU (Concrete Masonry Unit) wall. An alternative noise barrier material may be used at the discretion of El Dorado County and upon review and approval of and acoustical consultant. The noise barrier shall not be constructed of wood material. The location of the noise barrier and material of the noise barrier shall be reviewed and approved by Planning Services prior to issuance of a building permit.

MONITORING: Planning Services shall verify the noise barrier material and location prior to issuance of a building permit.

7. The Project shall include screening of all HVAC mechanical equipment by rooftop parapets. Planning Services shall review the project plans prior to issuance of a building permit to ensure that the appropriate screening has been provided.

MONITORING: Planning Services shall review the project elevations to verify the screening of the HVAC equipment prior to issuance of a building permit.

8. The project acoustical consultant shall conduct follow-up noise assessment after installation of the mechanical equipment to verify compliance with the El Dorado County 2004 General Plan exterior noise policies. A letter verifying compliance or noting deficiencies in the noise levels shall be provided to Planning Services within 30 days following installation of the HVAC mechanical equipment. If deficiencies in the exterior noise levels are noted in the acoustical consultant letter, the developer shall be provided 30 days to bring the noise levels into compliance with the El Dorado County 2004 General Plan exterior noise policies. Planning Services shall verify that all HVAC equipment has been installed according to the acoustical consultant's standards prior to final occupancy.

MONITORING: Planning Services shall receive a follow-up noise assessment after installation of the mechanical equipment.

9. As an alternative to providing a follow-up noise assessment following installation of the HVAC mechanical equipment, the developer shall have the option to provide a detailed mechanical noise analysis to Planning Services prior to installation of the HVAC mechanical equipment when the specific mechanical plans become available. The

supplemental noise analysis shall be reviewed and approved by Planning Services prior to issuance of a building permit.

MONITORING: If a follow-up noise assessment is not to be provided, the developer must provide a detailed mechanical noise analysis prior to installation of the HVAC equipment.

10. The project construction activity shall be limited to the hours of 7 a.m. and 7 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m., on weekends, and on federally recognized holidays. Planning Services shall verify that the construction hours have been placed on the grading, improvement and structural plans prior to issuance of grading and building permits.

MONITORING: Planning Services shall verify that the hours of construction have been placed on the grading and construction drawing prior to issuance of grading and building permits.

11. The project construction equipment engines shall be fitted with appropriate mufflers and kept in good working condition, as required by El Dorado County. Planning Services shall verify that this notation has been placed on the grading, improvement and structural plans prior to issuance of grading and building permits.

MONITORING: Planning Services shall verify that the required notation has been placed on the plans prior to issuance of grading and building permits.

12. The developer shall widen Green Valley road to provide a right turn lane for eastbound traffic from Green Valley Road onto the site. The developer shall construct frontage improvements consistent with County Standard Plan 101A along Green Valley Road based on one half of a nominally 40-foot wide roadway (12-foot wide travel lane and 8-foot wide shoulder) with additional width for stripped median (14-foot wide) and turn lane, right turn lane into both driveways (12-foot wide pavement). Improvements shall consist of additional road pavement sections necessary, appropriate traffic striping and concrete curb, gutter and 8-foot wide sidewalk to County standards. The sidewalk may meander and not be contiguous with the curb and gutter, provided that public pedestrian easements are dedicated as necessary. Turn lane pocket lengths shall be consistent with recommendations found in the approved "Traffic Impact Analysis, prepared by Farhad and Associated dated December 29, 2005."

The project's westerly access from Green Valley Road shall be right turn in and right turn out only; access shall be designed to preclude a left-turn out movement to the satisfaction of the Department of Transportation, and shall be constructed to a modified County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation. The project's easterly, main entrance onto Green Valley Road shall be constructed to a modified County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation.

The location of roadway improvements shall be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs.

MONITORING: The Department of Transportation shall review the grading and improvement plans to verify the roadway improvements as recommended by the project Traffic Engineer prior to issuance of the grading permit.

13. The developer shall widen Cambridge Drive between the proposed driveway onto the site and the intersection of Green Valley Road to provide for a northbound right turn lane from Cambridge onto Green Valley Road. The developer shall construct frontage improvements consistent with County Standard Plan 101A along Cambridge Road based on one half of a nominally 40-foot wide roadway (12-foot wide travel lane and 8-foot wide shoulder) with additional width for stripped median and turn lanes pursuant to the project "Traffic Impact Analysis, prepared by Farhad and Associated dated December 29, 2005" and standard pavement taper at the main driveway access and a right turn lane (12-foot wide) for northbound Cambridge traffic to turn east of Green Valley Road which necessitates relocation of the southeast curb return area including some traffic signal facilities. Improvements shall consist of additional road pavement sections necessary, appropriate traffic striping and concrete curb, gutter and 8-foot wide sidewalk to County standards. The sidewalk may meander and not be contiguous with the curb and gutter, provided that public pedestrian easements are dedicated as necessary.

The project's two driveway accesses onto Cambridge Road shall be County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation; driveway widths may be less than 35-feet but in no case less than 24-feet. The location of roadway improvements shall be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs.

MONITORING: The Department of Transportation shall review the grading and improvement plans to verify the roadway improvements as recommended by the project Traffic Engineer prior to issuance of the grading permit.

14. The developer shall re-stripe Green Valley Road to provide for a westbound left turn lane at the proposed midway driveway onto the site. The location of roadway improvements shall be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the

work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs.

The Project's westerly access from Green Valley Road shall be right turn in and right turn out only; access shall be designed to preclude a left-turn out movement to the satisfaction of the Department of Transportation, and shall be constructed to a modified County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation. The location of roadway improvements shall be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs.

MONITORING: The Department of Transportation shall review the grading and improvement plans to verify the roadway improvements as recommended by the project Traffic Engineer prior to issuance of the grading permit.

PROJECT SPECIFIC CONDITIONS

15. All site improvements shall conform to the proposed colors and materials sample board and the following:
 - Exhibit CSite Plan
 - Exhibit DElevations
 - Exhibit EDraft Landscape Plan
 - Exhibit FPhotometric Plan
 - Exhibit GPlanned Lighting Program
 - Exhibit HPlanned Sign Program
 - Exhibit IArt Design
16. The project site has 320²³² on-site parking spaces. The project site shall have restaurant, personal service and retail uses. A parking analysis has been completed for the site and it has been determined that there shall will be adequate parking for the uses specified. Deviations to the proposed uses may impact parking. Therefore, all uses shall be evaluated by Planning Services prior to establishing in the development to ensure that parking will be available for each use.
17. The lighting for the development shall comply with the Planned Lighting Program, as detailed in Exhibit G. Planning Services shall review and approve all light details within the development prior to issuance of a building permit.

18. The signage for the development shall comply with the Planned Sign Program, as detailed in Exhibit H. Planning Services shall review and approve all signage within the development prior to issuance of a Building permit.
19. The developer has proposed a draft landscape plan. The plan has been reviewed and it has been determined that the required shade trees have not been provided. The developer shall provide Planning Services with a copy of a Final Landscape and Irrigation Plan for review and approval prior to issuance of a Building permit, which shall comply with the required shade tree requirements.
20. The developer shall provide Planning Services with a Water Conserving Concept Statement prepared by the project landscape architect prior to issuance of a Building permit.
21. The developer shall provide 1 bicycle locker or rack for every 20 parking stalls ($320/20=16$ bicycle lockers/racks). Half of the units provided shall be bicycle lockers. The location of the lockers and racks are to be designated on the site plan and reviewed and approved by Planning Services prior to issuance of a building permit.
22. The parking requirements contained in Section 17.18.070 (paving standards, striping, wheel stops, arrows and signage, etc.) and in Section 17.18.080 (loading areas) shall be met unless waivers have been approved by the Planning Commission. Prior to issuance of a building permit for each use the tenant or lessee shall submit a parking plan demonstrating that all the requirements specified in Section 17.18.070 have been complied with, or design waivers have been obtained. Planning Services shall review and approve the parking plan for each use prior to issuance of a building permit.
23. Minor changes in the adopted development plan may be approved by Planning Services provided that the changes:
 1. Do not change the boundaries of the subject property;
 2. Do not change any use as shown on the official development plan;
 3. Do not change the intent of the official development plan.

Major changes in the official development plan after it has been adopted by the Planning Commission or Board of Supervisors may be approved by the Planning Commission and shall be made in accordance with the requirements of Section 17.04 of the County Code.

A major change in a development plan approved by the Planning Commission shall be filed with the Board of Supervisors pursuant to Section 17.04.005B3 of the County Code.

Changes in land uses shall be considered by the special use permit process and shall be evaluated by Section 17.12 prior to approval.

24. The art component for the development shall comply with the features detailed in Exhibit I. Planning Services shall review and approve the location of the art features within the development prior to issuance of a Building permit.
25. The developer shall arrange with the local waste disposal company a contract to pick-up refuse from the center between the hours of 7:00AM and 10:00PM. A letter or contract with the local waste disposal company with the hours for pick-up shall be provided to Planning Services prior to issuance of a Building permit.
26. The business hours within the center shall be limited to the hours of 5:00AM to ~~10:00~~ 12:00PM.
27. The rear elevations shall be modified to allow for pop-outs at 30 feet to add articulation to the elevation.

Cameron Park Fire Department

28. The project shall comply with the requirements of the Cameron Park Fire Department which include but shall not be limited to the following:
 - a. The developer shall install 14, on-site hydrants, one being located with a fire department connection for each building that contains a fire sprinkler system. The Cameron Park Fire Department shall determine the location of the fire hydrants and fire department connections during plan review. All improvements shall be completed prior to occupancy.
 - b. Fire flow is based on building type, size and available water. Fire flow for the proposed structures and V-N construction with an approved sprinkler system is 3,250 gallons per minute for 4 hours at 20 psi. All buildings shall be equipped with fire sprinkler systems. The fire flow and number of required fire hydrants may be adjusted up or down when actual construction plans are evaluated. All improvements shall be completed prior to occupancy.

Department of Transportation

29. The Project shall comply with the requirements of the Department of Transportation which shall include the following:
 - a. The developer shall provide a drainage report at time of grading permit application, consistent with the Drainage Manual and the Storm Water Management Plan, which addresses storm water runoff increases, impacts to downstream facilities and properties, and identification of appropriate storm water quality management practices to the satisfaction of the Department of Transportation. The developer shall submit a drainage report along with the on-site grading/improvement plans to the Department of Transportation for approval prior to issuance of a grading permit.

- b. The developer shall construct a minimum four-foot wide concrete sidewalk along the east side of Cambridge Road, behind the existing asphalt dike, from the project's southerly limit, across the frontage of Assessor's Parcel Number 116-301-04 and 05, to join the sidewalk required of the Cimarron Apartments under construction on Assessor's Parcel Number 116-301-02. The improvements plans for this work must be submitted for review concurrently with submittal of the site improvement plans. The sidewalk improvement plans, together with a fully executed Road Improvement Agreement for the work, must be approved prior to issuance of project building permits, and these improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements will be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs.
- c. The developer shall not install private signs, or other private facilities of any kind, in the public road right-of-way. The developer may enter into an agreement with the County, said agreement to be reviewed and approved by the Office of the County Counsel, that provides for the developer to install and maintain landscaping and irrigation features within the public rights-of-way of Green Valley Road and Cambridge Drive.

El Dorado County Department of Environmental Management

- 30. The project shall comply with the requirements of the El Dorado County Department of Environmental Management which shall include the following:
 - a. The developer shall obtain the necessary permits from the El Dorado County Air Pollution Control District prior to issuance of a grading permit.
 - b. The developer shall submit a set of plans for the proposed food facility for review and approval to the El Dorado County Environmental Management Department prior to construction of the food facility.
 - c. The food establishment shall obtain a yearly permit to operate from the El Dorado County Environmental Management Department. At least one person from the facility must be a certified food handler and hold a Food Handler's Safety Certification. The El Dorado County Environmental Management Department shall verify these requirements prior to the establishment of a restaurant within the project.
 - d. The developer shall comply with the El Dorado County Solid Waste Management Ordinance, Chapter 8.42. Prior to issuance of a building permit, plans for the adequacy, accessibility, convenience and location of solid waste and recyclable containers and storage facilities shall be approved by the El Dorado County Environmental Management Department and the respective (solid waste) Franchisee. The developer shall contact Waste Management for direction

regarding the enclosure needs for the project. All solid waste and recyclable containers shall be installed prior to occupancy of the project.

El Dorado County Building Services

31. The developer shall obtain a building permit from the El Dorado County Building Services prior to commencement of all construction.

El Dorado Irrigation District

32. All required easements for new District facilities to serve the project site shall be provided to the El Dorado Irrigation District. The El Dorado Irrigation District shall approval all water and/or sewer improvement plans and easement locations prior to issuance of a grading permit. A letter stating that the easement locations comply with the approved improvement plans shall be provided to Planning Services by the El Dorado Irrigation District prior to issuance of a grading permit. All improvements shall be installed prior to occupancy.

El Dorado County Resource Conservation District

33. The developer shall submit for review and approval the site specific erosion control and sediment control plan to the El Dorado County Resource Conservation District prior to issuance of a grading permit.

Cameron Park Airport District

34. The overall height of the structures shall not penetrate the transitional surface along the runway per the Comprehensive Land Use Plan. A FAA request form 7460-1, Notice of proposed construction or alteration shall be filed with the FAA to determine if obstruction lighting is necessary. Proof of the filing from the FAA shall be submitted to Planning Services prior to issuance of a building permit.
35. The developer shall file an Avigation and Noise easement to the title of the property, which shall be submitted to Planning Services prior to issuance of a building permit.
36. The developer shall submit the plans for review to Cal Trans, Division of Aeronautics. Proof of review by Cal Trans shall be submitted to Planning Services prior to issuance of a building permit.

PD-R24-0003 GREEN VALLEY STATION EXHIBIT G - SITE PLAN AND PARKING CALCULATIONS

PARKING CALCULATION (CURRENT BUILDINGS)

NO.	TENANT	CLASSIFICATION	PARKING REQUIREMENT	AREA	OUTDOOR	PARKING REQUIRED
T1	CV'S PHARMACY	GENERAL INDOOR RETAIL	(1) PER 300 SQ FT. ALA (1) PER 800 SQ FT. OF STORAGE	15,878.00 SQ. FT.		(53) STALLS
T2	STARBUCKS	RESTAURANT	(1) PER 250 SQ FT. GFA (1) RV SPACE FOR EVERY (20) PARKING SPACES FOR OUTDOOR SEATING FIRST 300 SQ FT. EXEMPT	1,800.00 SQ. FT.	370.00 SQ. FT.	(7) STALLS + (1) STALL + (1) RV STALL
T3	OHANA MOON YOGA	HEALTH AND FITNESS	(1) PER 200 SQ FT. ALA 50% OF REQUIREMENTS FOR EACH ACCESSORY USE	2,400.00 SQ. FT.		(12) STALLS
T4	MENCHIE'S	RESTAURANT	(1) PER 250 SQ FT. GFA (1) RV SPACE FOR EVERY (20) PARKING SPACES FOR OUTDOOR SEATING FIRST 300 SQ FT. EXEMPT	1,200.00 SQ. FT.	470.00 SQ. FT.	(5) STALLS + (1) STALL + (1) RV STALL
T5	JAMBA JUICE	RESTAURANT	(1) PER 250 SQ FT. GFA (1) RV SPACE FOR EVERY (20) PARKING SPACES FOR OUTDOOR SEATING FIRST 300 SQ FT. EXEMPT	800.00 SQ. FT.		(4) STALLS + (1) RV STALL
T6	(EMPTY)	FUTURE RESTAURANT	(1) PER 400 SQ FT. GFA	2,000.00 SQ. FT.		(5) STALLS
T7	MOM AND POP'S CHICKEN SHOP	RESTAURANT	(1) PER 250 SQ FT. GFA (1) RV SPACE FOR EVERY (20) PARKING SPACES FOR OUTDOOR SEATING FIRST 300 SQ FT. EXEMPT	1,971.00 SQ. FT.	800.00 SQ. FT.	(8) STALLS + (3) STALLS + (1) RV STALL
T8	DOMINOS PIZZA	RESTAURANT	(1) PER 250 SQ FT. GFA (1) RV SPACE FOR EVERY (20) PARKING SPACES FOR OUTDOOR SEATING FIRST 300 SQ FT. EXEMPT	1,480.00 SQ. FT.		(6) STALLS + (1) RV STALL
T9	(EMPTY)	RETAIL (ASSUMED)	(1) PER 400 SQ FT. GFA	1,480.00 SQ. FT.		(4) STALLS
T10	PACK & PRINT	PACK & PRINT	(1) PER 300 SQ FT. ALA (1) PER 600 SQ FT. OF STORAGE	1,188.00 SQ. FT.		(4) STALLS
T11	BOOKHOUSE	GENERAL INDOOR RETAIL	(1) PER 300 SQ FT. ALA (1) PER 600 SQ FT. OF STORAGE	1,825.00 SQ. FT.		(6) STALLS
T12	MIKASA	RESTAURANT	(1) PER 250 SQ FT. GFA (1) RV SPACE FOR EVERY (20) PARKING SPACES FOR OUTDOOR SEATING FIRST 300 SQ FT. EXEMPT	1,480.00 SQ. FT.		(6) STALLS + (1) RV STALL
T13	DRY CLEANER AND ALTERATIONS	DRY CLEANER AND ALTERATIONS	(1) PER 300 SQ FT. PLUS (1) PER	1,480.00 SQ. FT.		(5) STALLS
T14	TPS N TOES	BARBER / BEAUTY SHOP	(2) PER CHAIR	1,095.00 SQ. FT.		(16) STALLS
T15	(EMPTY)	RETAIL (ASSUMED)	(1) PER 400 SQ FT. GFA	1,480.00 SQ. FT.		(4) STALLS
T16	COIN WASH	LAUNDROMAT	(1) PER (2) WASHERS	1,480.00 SQ. FT.		(10) STALLS
T17	BARBER SHOP	BARBER / BEAUTY SHOP	(2) PER CHAIR	1,225.00 SQ. FT.		(12) STALLS
T18	(EMPTY)	RETAIL (ASSUMED)	(1) PER 400 SQ FT. GFA	2,255.00 SQ. FT.		(8) STALLS
T19	KOVAR'S MARTIAL ARTS	HEALTH AND FITNESS	(1) PER 200 SQ FT. ALA 50% OF REQUIREMENTS FOR EACH ACCESSORY USE	2,664.00 SQ. FT.		(14) STALLS
T20	EL DORADO FITNESS	HEALTH AND FITNESS	(1) PER 200 SQ FT. ALA 50% OF REQUIREMENTS FOR EACH ACCESSORY USE	6,260.00 SQ. FT.		(32) STALLS
TOTAL	(CURRENT BUILDINGS)			49,343.00 SQ. FT.		(224) STALLS + (8) RV STALLS

PARKING CALCULATION (FUTURE BUILDINGS)

NO.	TENANT	CLASSIFICATION	PARKING REQUIREMENT	AREA	PARKING REQUIRED
T21	(FUTURE BUILDING)	RETAIL (ASSUMED)	(1) PER 400 SQ FT. GFA	4,800.00 SQ. FT.	(12) STALLS
T22	(FUTURE BUILDING)	RETAIL (ASSUMED)	(1) PER 400 SQ FT. GFA	6,750.00 SQ. FT.	(17) STALLS
TOTAL	(FUTURE)			11,550.00 SQ. FT.	(29) STALLS

TOTAL PARKING REQUIREMENTS PER CHAPTER 130.35

PARKING ANALYSIS	AREA	PARKING REQUIRED
CURRENT BUILDINGS	49,343.00 SQ. FT.	(224) STALLS + (8) RV STALLS
FUTURE BUILDINGS	11,550.00 SQ. FT.	(29) STALLS
TOTAL STALLS REQUIRED	60,893.00 SQ. FT.	(253) STALLS + (8) RV STALLS

EXISTING PARKING PROVIDED

PARKING TYPE	NUMBER OF STALLS
ACCESSIBLE STALLS	(16) STALLS
STANDARD STALLS	(189) STALLS
COMPACT STALLS	(73) STALLS
RV STALLS	(8) STALLS
DRIVE THRU STALLS	(14) STALLS
TOTAL EXISTING STALLS	(294) STALLS + (8) RV STALLS

TABULATION

NO.	BEARING	DISTANCE	ARC LENGTH	RADIUS	DELTA
1	S 55° 18' 30" W	27.80'	3088'	20.00'	88° 27' 35"
2	N 11° 05' 43" E	53.51'			
3	N 02° 24' 02" E	202.57'	303.38'	876.00'	17° 25' 22"
4	S 08° 52' 41" E	83.76'	83.82'	870.00'	87° 10' 04"
5	N 17° 27' 47" W	83.00'			
6	S 85° 23' 04" E	170.92'			
7	S 85° 23' 04" E	192.79'			
8	N 75° 36' 58" E	479.34'			
9	S 14° 23' 01" E	251.94'			
10	S 14° 23' 01" E	51.94'			
11	S 14° 23' 01" E	31.84'			
12	S 14° 23' 01" E	80.43'			
13	S 78° 51' 45" W	247.88'	247.90'	1625.00'	08° 44' 27"
14	S 84° 44' 51" W	29.20'	29.20'	1625.00'	01° 01' 47"
15	S 87° 45' 41" W	188.26'	188.72'	775.00'	13° 57' 08"
16	S 79° 29' 31" W	34.99'	34.99'	77.00'	02° 35' 13"
17	S 84° 15' 24" E	244.63'	244.81'	1840.00'	07° 37' 23"

SITE PLAN KEYNOTES

- STARBUCKS OUTDOOR SEATING 370.00 SQ. FT.
- MENCHIE'S OUTDOOR SEATING 470.00 SQ. FT.
- CHICKEN SHOP OUTDOOR SEATING 930.00 SQ. FT.
- THE OPENING "A" AND "B" IN THE NON-VEHICULAR ACCESS EASEMENT WAS SHIFTED FROM THE LOCATION SHOWN ON SUBDIVISION MAP F-31 TO COINCIDE WITH THE (B) DRIVEWAYS APPROVED BY THE EL DORADO COUNTY DEPT. OF PLANNING AND ARE LOCATED ON THE APPROVED TENTATIVE MAP.

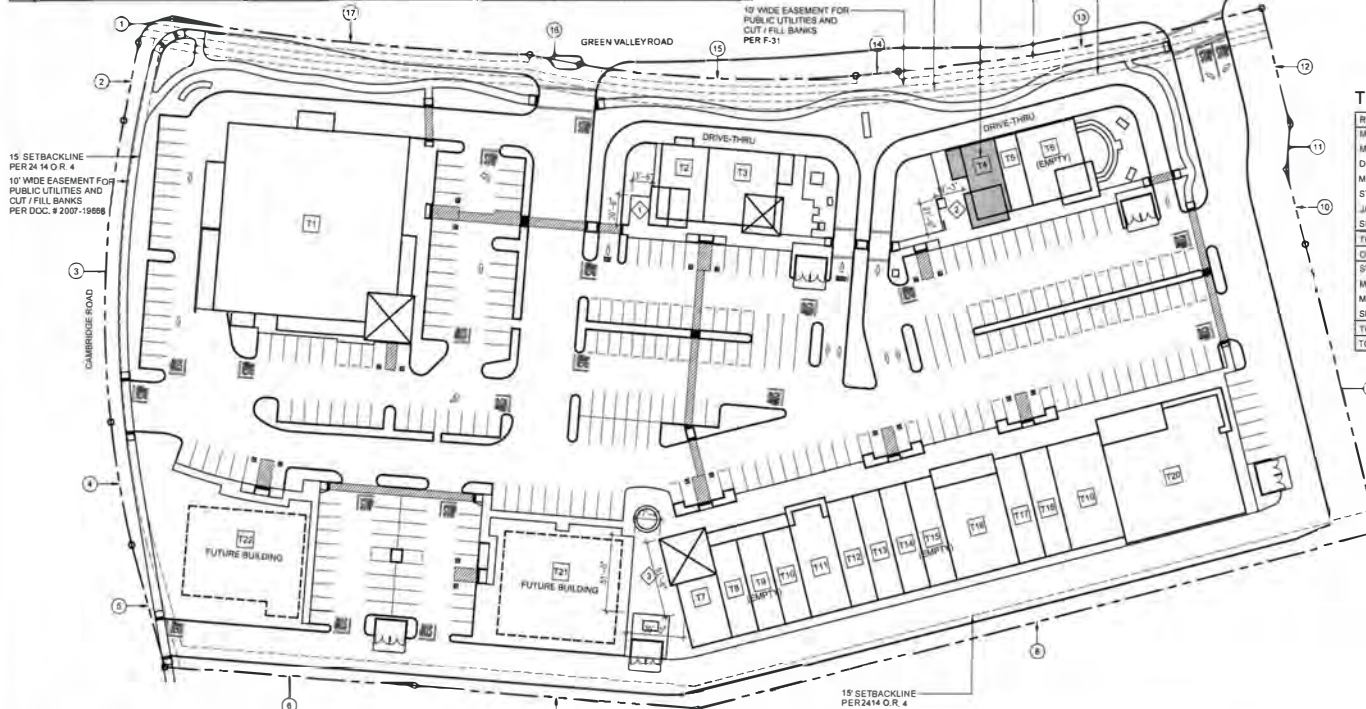
TOTAL ON-SITE RESTAURANT USE

RESTAURANT	
MENCHIE'S	1,200.00 SQ. FT.
MOM AND POP'S CHICKEN SHOP	1,971.00 SQ. FT.
DOMINOS PIZZA	1,480.00 SQ. FT.
MIKASA	1,480.00 SQ. FT.
STARBUCKS	1,800.00 SQ. FT.
JAMBA JUICE	800.00 SQ. FT.
SPACES (CURRENTLY EMPTY)	2,000.00 SQ. FT.
TOTAL RESTAURANT USE	10,491.00 SQ. FT.
OUTDOOR AREAS	
STARBUCKS	370.00 SQ. FT.
MENCHIE'S	470.00 SQ. FT.
MOM AND POP'S CHICKEN SHOP	800.00 SQ. FT.
SPACES (CURRENTLY EMPTY)	450.00 SQ. FT.
TOTAL OUTDOOR AREAS	2,220.00 SQ. FT.
TOTAL RESTAURANT USE (INCLUDING OUTDOOR AREAS)	12,711.00 SQ. FT.

RECEIVED

OCT 18 2024

PLANNING AND BUILDING DIVISION



1 OVERALL SITE UTILIZATION PLAN
SCALE: 1" = 40'-0"

OVERALL SITE UTILIZATION PLAN



DRAWING NUMBER

SP1.0

DWGS IN SET

PD-R24-0003



**EL DORADO COUNTY PLANNING SERVICES
2850 FAIRLANE COURT
PLACERVILLE, CA 95667**

**ENVIRONMENTAL CHECKLIST FORM
AND DISCUSSION OF IMPACTS**

Project Title: Planned Development PD05-0004

Lead Agency Name and Address: El Dorado County, 2850 Fairlane Court, Placerville, CA 95667

Contact Person: Gina Hunter, Senior Planner

Phone Number: (530) 621-5355

Project Owner's Name and Address:

Green Valley Station, LLC, 10301 Placer Lane #100, Sacramento, CA 95827

Project Applicant's Name and Address:

Carlton Engineering, Inc., 3883 Ponderosa Road, Shingle Springs, CA 95682

Project Location:

Southeast side of Green Valley Road, east of the intersection with Cambridge Road, in the Cameron Park area.

Assessor's Parcel No(s): 116-301-01

Zoning: Planned Commercial-Design Control-Planned Development (CP-DC-PD)

Section: 28 & 29 **T:** 10N **R:** 9E

General Plan Designation: Commercial (C)

Description of Project: A Planned Development for a commercial shopping center known as the Green Valley Station on a 12.94-acre parcel. The project includes a 64,079 square foot commercial shopping center that includes a two (2) drive-up fast food establishments and a pharmacy retailer with a drive-up pharmacy window. A complete Planned Sign Program for the shopping center has been provided. This project covers 7.7 acres (59 percent) of the lot. The other portion may be developed in the future; however there is no development plan available at this time. The remaining 5.24 acres of the site will remain vacant for the present time.

Surrounding Land Uses and Setting:

	<u>Zoning</u>	<u>General Plan</u>	<u>Land Use</u> (e.g., Single Family Residences, Grazing, Park, School)
North:	R-1	HDR	Single Family Residential
East:	R2A	MFR	Apartments
South:	R2	MFR	Childcare Center and Apartments
West:	CP-DC-PD	C	Mini-storage

Briefly Describe the environmental setting: The site is bordered by Green Valley Road on the north and Cambridge Road on the west. The terrain is gently sloping with a maximum slope of 10:1 (H:V) with a relief of about 40 feet across the site. Site conditions in November 2004, indicated knee-high grasses and several trees and bushes; however the site has since been cleared of the trees and several stock piles of dirt have been dumped along the frontage of the site. Several rock outcrops were observed at the surface. Abandoned foundations, and a 4-foot diameter, 12-foot deep shaft were located in the northwestern corner of the site.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

1. El Dorado County Department of Transportation: Grading permit required.
2. El Dorado County Resource Conservation District: Implement Erosion and sediment control measures as required by the District's Erosion Control Requirement's and Specifications.
3. El Dorado County Building Department: Building permit required.
4. Cameron Park Fire Department: The Department has imposed requirements on the Project depending on construction and use of the site.
5. El Dorado County Air Pollution Control District: The District requires approval of Fugitive Dust Prevention and Control Plan and Contingent Asbestos Hazard Dust Mitigation Plan.
6. Cameron Park Airport District: The District requires approval of a FAA form 7460-1 and Noise and Avigation easement prior to issuance of a building permit.
7. Cal Trans-Division of Aeronautics: The State Department requires review of the project plans and FAA form 7460-1 prior to issuance of building permit.
8. El Dorado County Environmental Health: The Department requires review and approval of plans for food facilities prior to issuance of a building permit.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture Resources		Air Quality
X	Biological Resources	X	Cultural Resources		Geology / Soils
	Hazards & Hazardous Materials	X	Hydrology / Water Quality		Land Use / Planning
	Mineral Resources	X	Noise		Population / Housing
	Public Services		Recreation	X	Transportation/Traffic
	Utilities / Service Systems		Mandatory Findings of Significance		

DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described in attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION**, pursuant to applicable standards; and b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____

Gina Hunter

Date: _____

10/10/05

Printed Name: Gina Hunter, Senior Planner

For: El Dorado County

PROJECT DESCRIPTION

Introduction

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts resulting from a Planned Development for a 64,079 square foot commercial shopping center known as the "Green Valley Station" on the western 7.7-acres of a 12.94-acre parcel (proposed project).

Project Location

The 12.94-acre project site is located on the southeast corner of the intersection of Green Valley Road and Cambridge Road, in the Cameron Park area, California (Figure 1, Regional Location).

Project Characteristics

The Project is for a Planned Development for a commercial shopping center, to include 8,000 square feet of restaurant use, which may include two (2) drive-up fast food establishments and 56,079 square feet of commercial retail space, which may include a 15,678 square foot major pharmacy retailer with a drive-up pharmacy window. The final tenant mix for the commercial spaces is unknown at this time; however, the developer has provided a site plan with six (6) building types which can accommodate the proposed restaurants and major chain retailer. Complete Planned Sign and Lighting Programs have been provided. The project development includes parking, landscaping, and lighting improvements.

This project covers 7.7-acres. The remaining 5.24-acres of the parcel will be developed in the future and is to remain vacant for the present time. The Developer does not know at this time what the plan is for the remaining acreage, however, the traffic analysis did analyze the cumulative impacts of full potential development of the site assuming an additional 56,000 square feet of retail development on the remaining acres. The 56,000 square feet was utilized because at the time the developer was considering a grocery store retail establishment on the remaining acreage. However, since that time, the developer has decided not pursue a grocery store. For the purposes of this CEQA analysis, the cumulative impacts of development on the whole site have been reviewed for Biology, Hazards & Hazardous Materials, Mineral Resources, Agricultural Resources, Cultural Resources, Recreation, Geology, Population/Housing and Transportation/Traffic. When the future development of the eastern 5.24-acres is processed, the CEQA analysis should focus on the Aesthetics of the Project, Public Services, Utilities, Air Quality, Noise and Land Use/Planning. All other areas of this Initial Study have looked at the overall site and the impacts from developing on the 12.94-acre site.

Transportation/Circulation

Access to the project site would be from Green Valley Road and Cambridge Road. A traffic impact analysis has been prepared by Farhad and Associates, dated December 2004. This traffic analysis has been reviewed and approved by the Department of Transportation. Recommendations for improvements to improve traffic operations on Green Valley Road along the project site and to improve the operation at the intersection of Cambridge Road and Green Valley Road have been incorporated into the Project. Please see Item XV in the Initial Study checklist for a discussion of traffic impacts and parking.

Utilities and Infrastructure

Water, sewer, drainage, and power utilities are available along Cambridge Road. There is a 10-inch water line in Cambridge Road. The Cameron Park Fire Department has determined that the minimum fire flow for the Project is 3,250 gallons per minute for a 2-hour duration while maintaining a 20-psi residual pressure. In order to provide this fire flow and receive service, the Project must construct a looped water line extension connecting to the existing 10-inch water line in Cambridge Road. There are existing 8-inch water lines in the developments to the south and east of the project site. The hydraulic grade line for the existing water distribution facilities is 1520 feet above mean sea level at static conditions and 1475 feet above mean sea level during fire flow and maximum day demands. There is a 10-inch sewer line in Cambridge Road. This sewer line has adequate capacity at this time. A service stub is located near the southwest corner of the Project. The proposed water lines and related facilities must be located within an easement accessible by conventional maintenance vehicles. No structures will be permitted within the easement of any existing or proposed facilities.

Development Standards and Visual Elements

The project site is to be developed as a shopping center with (6) individual buildings, landscaping, signage and parking. The following table provides the shopping center details and parking requirements for each use:

SHOPPING CENTER DETAILS					
Bld. #	Parcel Size (sq. ft.)	Building Size (sq. ft.)	Floor Area Ratio	Proposed Use	# of Parking Spaces Required
Major D		15,678		Major Pharmacy Retailer	63
Pad E		4,000		Restaurant (max. seating capacity =120)	40 regular 4 recreational
Pad F		4,000		Restaurant (max. seating capacity =120)	40 regular 4 recreational
Shop C		6,750		Retail	27
Shop D		4,800		Retail	19
Shop E		28,851		Retail	115
Totals	563,666	64,079	.11		312

PARKING REQUIREMENTS		
Parking Stall Standard	No. of Spaces Required	No. of Spaces Provided
Standard Space	298	171
Compact Space	35 percent allowed	110
Disabled Space	6	14
Recreational Vehicle Space	8	8
Drive-Thru Stacking Space	1 space credit for each 24 feet of stacking lane	17
Loading Zone	3	1 (plus behind Shop E)
Totals	315	320

The proposed structures are to be slab-on-grade stucco buildings. The finish is to be plaster with moldings for trim and cornices and stone veneer finish along the store fronts. Fabric and steel awnings are to be used throughout the shopping center. Accent steel features are also proposed. The shopping center has been designed with pop-outs, tower elements and a varying color scheme to add visual relief and

interest throughout the center. Shop B has an entry tower element, with a maximum height of 38 feet, and additional elements at heights of 31 feet and 28 feet. Shop C has an entry element with a height of 29 feet. Shop D has an entry element, with a maximum height of 30 feet. Major D has an entry element with a height of 30 feet. Pad F has an entry element with a maximum height of 31 feet. The color palette for the site has been proposed and is extensive. The colors include: Colonial Revival Green Stone (similar to sage green), Nuthatch (brown), Eastlake Gold, Interactive Cream, Biscuit and Roycroft Adobe (similar to brick red). The roof is to be flat concrete tile and the windows are to have green reflective tint.

Landscaping

Landscaping consisting of a variety of low- to moderate-water-using shrubs, ground cover, and trees would be installed in at-grade planters along the rear and side property lines and throughout the parking areas. A majority of the trees (202) are to be 15 gallon, with an additional 23 trees to be 24 inch box to be scattered throughout the development. Although the development appears to have provided many trees, it does not appear that the draft plan complies with the required parking lot shade and buffering requirements. A final landscape plan will be required which will need to comply with the County Standards.

All non-turf planting areas are to receive a three (3) inch layer of bark mulch top dress. The final landscape plan is to comply with the County's Water Conserving Landscape Standards. All planting areas are to be irrigated with low precipitation spray heads and bubblers.

When reviewing the Project for consistency with the El Dorado County 2004 General Plan Policies, it became apparent that the Project as proposed is not consistent with Policy 7.4.4.4, requiring tree canopy retention. In November 2004, the property had approximately 12,385.96 square feet of canopy coverage. In January 2005, the entire tree canopy was removed.

The El Dorado County 2004 General Plan was adopted by the Board of Supervisors on July 19, 2004; therefore, all the policies set forth in the El Dorado County 2004 General Plan are applicable to the Project. Based on the 12.94-acre site, the Project would have been required to retain 90 percent of the canopy coverage existing on the site prior to November 2004. It has been determined that 11 trees were present on the site prior to November 2004. With a 90 percent retention requirement, the developer may have been permitted to remove one (1) of the smaller trees. Utilizing the penalty provisions in the El Dorado County 2004 General Plan as a model to determine the mitigation for the Project, it has been determined that the developer must replace the removed oak trees with a three to one ratio.

Planned Lighting Program

The Project includes a Planned Lighting Program. The Project includes 15 Santa Fe lantern style luminaires to be mounted on a straight round aluminum pole with a cast aluminum anchor base. These lights are to be placed along the driveway in front of Shops B, C and D and the courtyard between Shops B and C. The wall mounted lights throughout the center include 72 Santa Fe lantern style luminaires. At the rear of Shop E, along the loading dock area 11 IP Impact Wedge lights are proposed. These luminaires are designed in a curvilinear form, with tapered sides and are down mounted, with cutoff features. Sixteen (16) Double light standards and nine (9) single light standards are to be placed throughout the parking lot (Design SJH-15/19). These light standards are heavy-gauge aluminum and internally welded. Each fixture is provided with an extruded aluminum mounting arm. A photometric plan has been provided which shows the location of each fixture and the candle power. The photometric plan and Planned Lighting Program, including fixture details can be reviewed at Planning Services.

The project lighting has been designed in compliance with El Dorado County 2004 General Plan Policy 2.8.1.1, which states "Development shall limit excess nighttime light and glare from parking area lighting, signage and buildings. Consideration will be given to design features, namely directional shielding for street lighting, parking lot lighting, sport field lighting, and other significant light sources, that could reduce effects from nighttime lighting. In addition, consideration will be given to the use of automatic shutoffs or motion sensors for lighting features in rural areas to further reduce excess nighttime light."

Planned Sign Program

Section 17.32.140 of the County Code, allows by right, two signs, neither of which shall exceed 50 square feet in total area of any one (1) display surface or one (1) sign not exceeding 80 square feet in area, advertising authorized activities on the premises and subject to all applicable general provisions and exceptions pertaining to signs in Chapter 17.16.

The Planned Sign Program includes signage that exceeds the County's standards; however, through the Planned Development process, the developer may request flexibility in the standards and utilize modern planning and development techniques to allow variations within the development. The Planning Commission can approve the Planned Sign Program through the Planned Development process.

Tenants of Shop Buildings and Pads are required to have a single color internally illuminated sign on their fascia and a non-illuminated sign under the canopy unless other wise specified in the Program or approved by the Landlord and County. Location of all signs shall be as directed by the Landlord and as approved by the County. A summary of the different signs proposed within the Sign Program is provided below:

1. **Business Identification Signs-Multi Shop in Line Tenants (Types 1 and 2):** Each shop Tenant (less than 5,000 square feet leased space) shall install one set of internally illuminated, individual channel letters on the fascia space as directed by the Landlord. The returns are to be 5 inches deep with an acrylic enamel finish and are to have a 3/4 inch trimcap to match color of the face. All sign copy shall be one uniform color throughout and one font/letter style. Except in cases where the tenant is part of a national or regional chain whose graphics are a part of a registered trademark, in which case, the tenant would be allowed a letter color in accordance with their corporate specifications. The landlord will review signs with the intention of varying the sign colors of adjacent tenant signs so that adjacent signs are not the same plexiglass color. No can signs shall be allowed except logos not to exceed 10 percent of allowed area. The maximum vertical sign height is 30 inches for capital letters. The sign length shall not exceed 80 percent of the leased linear frontage. The maximum sign area is 2 square feet of sign area for each linear foot of tenant building frontage up to a maximum allowed per the County of El Dorado's sign regulations.
2. **Business Identification Signage- Second Elevation (Type 3):** Businesses with a second or third elevation facing on to a street frontage or parking area may have two additional signs at the Landlord's and County's discretion duplicating the primary sign.
3. **Business Identification-Tower Signs (Type 4):** Tenant's in buildings located at a tower shall conform to sign Type 1. The maximum sign length shall be 80 percent of the tower width.
4. **Business Identification- Mid-Size Tenants (Type 5):** Tenant's in excess of 5,000 square feet or more of leased space or an occupant of a single user pad shall use one (1) set individual internally illuminated channel letters. All shall conform to sign Type 1 and 2 with the exception of an

- allowable maximum letter height of 36 inches. A single user tenant may install matching set of letters on each elevation subject to County of El Dorado's approval and maximum area restrictions.
5. Business Identification- Canopy Signage (Type 6): Tenant's in Buildings where leased premises are located at canopy locations shall conform to sign Type 1. The maximum length of the sign will be 80 percent of the canopy length.
 6. Typical Store front Vinyl Lettering: Each tenant shall be permitted to place upon or adjacent to their entrance no more than 144 square inches of vinyl white lettering (letter style Helvetica). Application shall not exceed two (2) inches in height, indicating hours of business, emergency telephone numbers, etc.
 7. Service Door Signage: Tenant's shall install service door signage. The purpose of this signage is to identify service door for delivery and emergency purposes only. The signage shall be 12 inches high by 12 inches to be placed on a long sheet metal plaque affixed to the rear door.
 8. Monument Signs: The shopping center shall be permitted two double faced internally illuminated monument signs. The signs shall have a maximum height of 15 feet, with a maximum sign area of 100 square feet. The Project will be conditioned to require that the monument at the corner of Cambridge and Green Valley Roads complies with Section 17.16.050 of the County Code with States that "Signs may be located in the required yards or setbacks, providing they do not constitute a hazard to pedestrians or vehicular traffic, do not conceal from view any public sign or traffic signal and are not located on nor extend onto or project over public right-of-way without having first obtained a written revocable permit from the director of Department of Transportation to do so. Signs must comply with zoning requirements and shall be allowed only where the County road right-of-way is one hundred feet or more in width and where the traveled way and shoulders do not cover the entire right-of-way."
 9. Drive-thru Restaurant Menu Boards: Tenant's with drive-thru facilities shall be allowed one menu board per drive through entrance subject to the County of El Dorado's sign regulations.
 10. Directional Signs: Each pad tenant shall be allowed four (4) directional signs, subject to restrictions of the County of El Dorado's sign regulations, each not exceeding four (4) square feet in area and a height of four (4) feet. Said directional sign shall contain only that information necessary for on-site circulation, parking and site information without any advertising.
 11. Banners: Seasonal banners attached to the parking lot light poles shall be subject to County of El Dorado's approval.
 12. Prohibited Signs: Signs prohibited within the center include temporary signs, window signs, placards, flags, pennants, and banners of any type, except as otherwise previously approved by the landlord and the County. No animated, flashing, audible, off-premise, or vehicle signs are allowed. No exposed raceways, crossovers, conduits, neon tube conducts, or transformers are allowed.

The information provided is a brief summary of each sign. Complete details and sign exhibits are provided in the Sign Program, which is available for review at Planning Services.

Construction Considerations

The Project will require grading, trenching for utility connections, installation of concrete building pads, paving, and building construction and finish work, including landscaping. All equipment and materials staging is to take place on the site.

The project developer will obtain site grading and building permits from El Dorado County.

Project Schedule and Approvals

This Initial Study is being circulated for public and agency review for a 30-day period. Written comments on the Initial Study should be submitted to the project planner indicated in the Determination section, above.

Following the close of the written comment period, the Initial Study will be considered by the Lead Agency in a public meeting and will be certified if it is determined to be in compliance with CEQA. The Lead Agency will also determine whether to approve the Project.

EVALUATION OF ENVIRONMENTAL IMPACTS

Introduction

The following checklist form is used to describe the environmental impacts of the Project. A discussion follows each environmental issue identified in the checklist. The evaluation considers the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

The following designations are used in the checklist:

- **Potentially Significant Impact:** An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.
- **Less than Significant With Mitigation Incorporated:** An impact that requires mitigation to reduce the impact to a less-than-significant level. A description how the mitigation measure reduces the effect to a less-than-significant level is provided.
- **Less-Than-Significant Impact:** Any impact that would not be considered significant under CEQA relative to existing standards.
- **No Impact:** There would be no impact with the development of the Project.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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ENVIRONMENTAL IMPACTS

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

Discussion

A substantial adverse effect to Visual Resources would result in the introduction of physical features that are not characteristic of the surrounding development, substantially change the natural landscape, or obstruct an identified public scenic vista. The Project is for a Planned Development for a 64,079 square foot commercial shopping center on a 12.94-acre site.

- a. **Scenic Vista.** The project site is not adjacent to U.S. Highway 50. The project site and vicinity is not identified by the County as a scenic view or resource.¹ There would be no impact as a result of development of the Project.
- b. **Scenic Resources.** The project site is vacant. There are no historic buildings that would contribute to exceptional aesthetic value. There would be no impact.
- c. **Visual Character.** The 12.94-acre site is surrounded by a mini-storage facility to the west, daycare facility and apartments to the south and east and Green Valley Road to the north. Short- to long-range views of the project site are dominated by a mix of commercial and residential development. The Project would not be inconsistent with the surrounding visual environment. Impacts would be less than significant.
- d. **Light and Glare.** The Project includes a Planned Lighting Program. The Program includes five (5) fixture details, two of which are wall mounted fixtures and three are parking lot and courtyard decorative pole fixtures. A photometric plan has been provided.² All lighting will comply with County requirements that no off-site light migration occur. The adjacent residential project will not be affected by light spillover.

¹ El Dorado County Planning Department, *El Dorado County General Plan Draft Environmental Impact Report* (SCH # 2001082030), May 2003, Exhibit 5.3-1 and Table 5.3-1.

² Nadel Retail Architects, Photometric Plan, June 13, 2005.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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Finding

No impacts from light and glare are expected and no mitigation is required. The Project has been designed to be compatible with the surrounding Planned Commercial district. For this "Aesthetics" category, the thresholds of significance have not been exceeded.

II. AGRICULTURE RESOURCES. <i>Would the project:</i>				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Locally Important Farmland (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Discussion

A substantial adverse effect to Agricultural Resources would occur if:

- There is a conversion of choice agricultural land to nonagricultural use, or impairment of the agricultural productivity of agricultural land;
 - The amount of agricultural land in the County is substantially reduced; or
 - Agricultural uses are subjected to impacts from adjacent incompatible land uses.
- a. **Conversion of Prime Farmland.** El Dorado County has established the Agricultural District (A) General Plan land use overlay designation and included this overlay on the General Plan Land Use Maps. Review of the General Plan land use map for the project area indicates that the project site is considered to be "Farmland of Local Importance"; however the is not within the Agricultural District (A) General Plan land use overlay designation area and is not adjacent other agriculturally zoned properties. The Project is infill development and is not currently being used for agricultural purposes, and is not zoned for agricultural use. The Project will not result in the conversion of farmland to nonagricultural uses.
- b. **Williamson Act Contract.** The Project will not conflict with existing zoning for agricultural use, and will not affect any properties under a Williamson Act Contract because the site is not designated for residential or agricultural use.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- c. **Non-Agricultural Use.** The project site is in a community region and has been identified as farmland of local importance under the Farmland Mapping Program; however, no agricultural operations or uses are present. The site is zoned for Planned Commercial use.

Finding

No impacts to agricultural land are expected and no mitigation is required. The Project is compatible with the surrounding neighborhood. For this "Agriculture" category, the thresholds of significance have not been exceeded.

III. AIR QUALITY. <i>Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	

Discussion

A substantial adverse effect on Air Quality would occur if:

- Emissions of ROG and NO_x will result in construction or operation emissions greater than 82lbs/day (See Table 5.2, of the El Dorado County Air Pollution Control District – CEQA Guide);
 - Emissions of toxic air contaminants cause cancer risk greater than 1 in 1 million (10 in 1 million if best available control technology for toxics is used) or a non-cancer Hazard Index greater than 1.
- a. **Air Quality Plan.** El Dorado County has adopted the El Dorado County California Clean Air Act Plan establishing rules and standards for the reduction of stationary source air pollutants (ROG/VOC, NO_x, and O₃). This plan also contains a schedule for implementation and funding of Transportation Control Measures (TCM) to limit mobile source emissions. The Project will not conflict with or obstruct the implementation of this plan. Implementation measures from this plan are required to be implemented at the project level. In addition, a project is required to comply with the National Ambient Air Quality Standards as required under the Federal Clean Air Act as well as the State of California Ambient Air Quality Standards, which are equal to or more stringent than the National Standards.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- b - c. **Air Quality and Ambient Air Quality Standards.** El Dorado County is classed as being in “severe non-attainment” status for Federal and State ambient air quality standards for ozone. Additionally, the County is classified as being in “non-attainment” status for particulate matter (PM₁₀) under the State’s standards. The California Clean Air Act of 1988 requires the County’s Air Pollution Control Program to meet the State’s ambient air quality standards. The El Dorado County Air Pollution Control District administers point source air pollution control. The County requires project emissions of ROG, NO_x, and PM₁₀ be quantified using URBEMIS 7G or other approved model acceptable to the District.

The Project is for Planned Development for a 64,079 square foot commercial shopping center on a 12.94-acre site. An Air Quality Analysis has been prepared for the Project.³ The daily emissions associated with the Project have been calculated using the URBEMIS 2002 computer model. To establish the project emissions baseline, the consultant considered all items that would be considered mitigative measures for the URBEMIS model. Those items identified included:

1. Sidewalks
2. Benches for pedestrian seating
3. Area lighting
4. Bus stop within ¼ mile of site
5. Bike path (on Cambridge Road), and
6. Landscaping that include trees

In addition, there is a daycare center immediately south of the Project. These mitigative measures along with the square footage and identified uses have formed the baseline conditions for the modeling. The final input to the modeling included a 25 percent trip reduction for pass-by trips which was derived from the project Traffic Analysis. Both summer and winter air emissions were assessed. The project emissions for reactive organic gases (ROGs) and nitrous oxides (NO_x) are provided in the following table:

	ROG (lb/day)	NO _x (lb/day)
Summer	41.86	57.11
Winter	53.59	68.21

Both summer and winter emission rates are below the APCD Quantitative Operation Emission Thresholds of 82 pounds per day each of ROGs and NO_x. The El Dorado County Air Quality Management District has reviewed the Air Quality Impact Analysis and concurs with the conclusion that the operational annual air emissions are below the Districts emission thresholds and no additional mitigation measures are required.

³ Mark S. Montgomery, Ph.D., R.E.A. II, and Robert N. Kull, P. E., Carlton Engineering Inc., Air Quality Impact Analysis, May 2005.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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For construction activities, assumptions were made as follows:

1. June 2006 start date;
2. Twelve-month construction duration;
3. 2.0-acres of the site to be paved;
4. Maximum 3.0-acres disturbed per day during grading;
5. Fugitive dust (PM₁₀) generation during site grading uses URBEMIS default value of 10 lb/day per acre distributed;
6. Site grading will involve a dozer, two scrapers, and a water truck, and;
7. Fugitive dust mitigation involves watering the disturbed area three (3) times per day.

The project emissions for ROG, NO_x and PM₁₀ are provided in the following construction/dust emissions table:

CONSTRUCTION/DUST EMISSIONS

	ROG (lb/day)	NO _x (lb/day)	PM ₁₀ Total (lb/day)	PM ₁₀ Exhaust (lb/day)	PM ₁₀ Dust (lb/day)
2006					
Unmitigated	7.87	49.85	32.10	2.09	30.01
Mitigated	7.87	49.85	17.10	2.09	15.01
2007					
Unmitigated	20.5	23.82	0.96	0.89	0.07
Mitigated	20.5	23.82	0.96	0.89	0.07

Fugitive dust mitigation (soil wetting) represents a 50 percent reduction over the unmitigated dust generation value. The 2007 ROG and NO_x combined value of 44.32 lb/day are below the combined ROG and NO_x value of 82 lb/day identified as the level of significance.

The Project is not located in an area likely to have asbestos or within a ¼ mile of an area known to have asbestos; however, if the Project includes the disturbance of 20 cubic yards or more of earth the applicant shall comply with Air Quality Management District (AQMD) Rule 223-2 Fugitive Dust-Asbestos Hazard Mitigation, which includes an asbestos dust mitigation plan submittal, fugitive dust prevention, speed limits, warning signs, track out prevention, excavated soil management and post-construction mitigation. This information must be submitted to the Air Quality Management District for review and approval prior to issuance of a grading permit.

Alternately, the applicant may have a California Professional Geologist inspect the project site and provide the AQMD with a report demonstrating there is no Naturally Occurring Asbestos on the project site. This evaluation must be submitted to the AQMD with the current review fee.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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If there is no naturally occurring asbestos or less than 20 cubic yards of earth is disturbed, the applicant must still comply with AQMD Rule 223-1 Fugitive Dust-Construction Activities. The applicant will be required to submit a Fugitive Dust Plan to the AQMD prior to issuance of a grading permit.

The Project will be conditioned to comply with the AQMD requirements.

- d. **Sensitive Receptors.** Sensitive receptors include such groups as young children, the elderly, schools, hospitals, day-care centers, convalescent homes, and high concentrations of single-family residences. The Project is to be located adjacent to a day-care facility and high density residential. The Air Quality Analysis prepared for the project site indicates that the Project will not expose sensitive receptors to hazardous air emissions because the operational annual air emissions are below the Districts emission thresholds and no additional mitigation measures are required.
- e. **Objectionable Odors.** The Project would consist of a 64,079 square foot commercial shopping center. This use is not known to cause odor impacts. Consequently, there would be no impact from the Project concerning odors.

Finding

A significant air quality impact is defined as any violation of an ambient air quality standard, any substantial contribution to an existing or projected air quality violation, or any exposure of sensitive receptors to substantial pollutant concentrations. As discussed above, no impacts to air quality impacts are expected and no mitigation is required. For this "Air Quality" category, the thresholds of significance have not been exceeded.

IV. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X	
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X

Discussion

A substantial adverse effect on Biological Resources would occur if the implementation of the Project would:

- Substantially reduce or diminish habitat for native fish, wildlife or plants;
- Cause a fish or wildlife population to drop below self-sustaining levels;
- Threaten to eliminate a native plant or animal community;
- Reduce the number or restrict the range of a rare or endangered plant or animal;
- Substantially affect a rare or endangered species of animal or plant or the habitat of the species; or
- Interfere substantially with the movement of any resident or migratory fish or wildlife species.

a - b. **Special Status Species and Sensitive Natural Communities.** A Special Status Plant and Wildlife Survey was prepared for the site.⁴ The property was surveyed on April 27, 2005. The project site was surveyed on foot. There were no trees on the site, only several shrubs of coyote bush (*Baccharis pilularis*) and a small stand of purple needlegrass (*Nasella pulchra*), a native grass associated with grasslands and woodlands. The site was highly disturbed by invasive weeds, especially around the periphery of the property. There was evidence of vehicle tracks throughout the site. A list of special-status plants potentially occurring within the Shingle Springs Quad was provided, which indicated that none of the habitat was present at the project site. There would be no impact to special status species as a result of the Project.

c. **Wetlands.** The site was evaluated for the potential to support wetlands that would be subject to the jurisdiction of the United States Army Corps of Engineers. There are no seasonal streams, depressions, wetland soils or other potential wetland features on the site. There would be no impacts to wetlands as a result of the Project.

⁴ Marcus H. Bole & Associates, Special Status Plant and Wildlife Survey, May 2005.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- d. **Wildlife Interference.** Review of the Department of Fish and Games Migratory Deer Herd Maps and General Plan EIR Exhibit 5.12-17 indicate that the Project is not located within a migratory deer herd range. The Project will not interfere with the movement of any native resident or migratory fish or wildlife species, or will result in impacts to established native resident or migratory wildlife corridors. The Project will not affect the use of native wildlife nursery sites.
- e. **Biological Resources.** When reviewing the Project for consistency with the El Dorado County 2004 General Plan Policies, it became apparent that the Project as proposed is not consistent with Policy 7.4.4.4, requiring tree canopy retention. In November 2004, the property had approximately 12,385.96 square feet of canopy coverage. In January 2005, the entire tree canopy was removed.

The El Dorado County 2004 General Plan was adopted by the Board of Supervisors on July 19, 2004; therefore, all the policies set forth in the El Dorado County 2004 General Plan are applicable to the Project. Based on the 12.94-acre site, the Project would have been required to retain 90 percent of the canopy coverage existing on the site prior to November 2004. It has been determined that 11 trees were present on the site prior to November 2004. With a 90 percent retention requirement, the developer may have been permitted to remove one (1) of the smaller trees. Utilizing the penalty provisions in the El Dorado County 2004 General Plan as a model to determine the mitigation for the Project, it has been determined that the developer must replace the removed oak trees with a three to one ratio. To reduce impacts from the tree canopy loss to a less than significant level, the following mitigation measure shall be incorporated into the Project.

Mitigation Measures

1. The Developer shall plant thirty (30), fifteen gallon oak trees on the site, in addition to the required parking lot and buffer landscape requirements. A Certified Arborist shall prepare an Oak Tree Replacement and Management Plan, with the site locations for the oak trees identified, with specific planting and care requirements specified. The program shall also include at a minimum a five (5) year monitoring program to ensure that the trees remain healthy and free from disease. The property owner shall monitor replacement oaks for five (5) years or until the success criteria described in the final approved Oak Tree Replacement and Management Plan are met, whichever is greater. The property owner shall submit a monitoring report by a Certified Arborist to Planning Services for each year of the five-year monitoring period by October 1st of each year.

The draft landscape plan consists of a variety of low- to moderate-water-using shrubs, ground cover, and trees would to be installed in at-grade planters along the rear and side property lines and throughout the parking areas. A majority of the trees (202) are to be 15 gallon, with an additional 23 trees to be 24 inch box to be scattered throughout the development. Although the development appears to have provided many trees, it does not appear that the draft plan complies with the required parking lot shade and buffering requirements. A final landscape plan will be required which will need to comply with the County Standards. The final landscape plan is to comply with the County's Water Conserving Landscape Standards. All planting areas are to be irrigated with low precipitation spray heads and bubblers.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- f. **Habitat Conservation Plan.** The Project will not conflict with the provisions of a proposed or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project site is located in the Gabbro soils. A "Rare Plant Fund" has been established as compensatory funding for rare plant (Pine Hill Endemics) impacts in El Dorado County.

Finding

It has been determined that all feasible mitigation measures have been incorporated in the Project to reduce impacts on biological resources to a level of insignificance. For this "Biological" category, the thresholds of significance have not been exceeded.

V. CULTURAL RESOURCES. <i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?		X		
b. Cause a substantial adverse change in the significance of archaeological resource pursuant to Section 15064.5?		X		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X

Discussion

In general, significant impacts are those that diminish the integrity, research potential, or other characteristics that make a historical or cultural resource significant or important. A substantial adverse effect on Cultural Resources would occur if the implementation of the Project would:

- Disrupt, alter, or adversely affect a prehistoric or historic archaeological site or a property or historic or cultural significant to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
- Affect a landmark of cultural/historical importance;
- Conflict with established recreational, educational, religious or scientific uses of the area; or
- Conflict with adopted environmental plans and goals of the community where it is located.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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a-b. Historic Resources. A Cultural Resource Assessment has been prepared for the Project.⁵ A records search was conducted for the project area through the North Central Information Center of the California Historical Resources Information System. The site had been previously surveyed by Supernowicz in 1993 who recorded the remains of the Green Valley House as CA-ELD-1256-H. The site was further evaluated by Peak and Associates, Inc. to determine significance for CEQA purposes. The team met a backhoe operator at the site on August 17, 2005 and began the tasks designed to adequately test the mound area for the possible presence of concentrated historic periods trash deposits or artifacts signifying the presence of prehistoric period archeological site. The entire area was photographed and then the metal detector was used to identify and metal objects. Eight (8) trenches were excavated. Three (3) features were identified during the excavation. Feature 1 was found in Trench No. 6, and included many bottle fragments dating back to prior to the 1900's. Two additional features were located on the site. The second feature was an open well with rock and cement coping, with the third feature being a rock foundation with a square pad. The functional use is not known but could have been support for a water tank.

The backhoe trenching did not produce any significant complete artifacts and what was recovered as garments was of little value in interpretation of past activities at the site. It is entirely possible that site had been the focus of previously vandalism and all in tact or complete bottle and ceramics had been collected and removed. The site does not meet the criteria of the California Register of Historical Resources and cannot be considered a significant site. There was absolutely no evidence of any prehistoric period occupation or use of the area.

Although no sites have been identified within the project area, it is possible that historic activities have obscured evidence of them. If artifacts or unusual amounts of stone, bone or shell should be uncovered during grading activities, work should be halted and a qualified archeologist should be consulted for an on-site evaluation. If the bone appears to be human, California law mandates that the El Dorado County Coroner be contacted. If the bone is likely to be Native American in origin, the coroner must contact the Native Heritage Commission. Although there is a low probability of finding human remains or other cultural resources, there is always a possibility; therefore, to reduce impacts to a less than significant level, the following mitigation measures shall be incorporated into the Project.

Mitigation Measures

1. During all grading activities in the project area, an archaeologist or historian approved by the Deputy Director of Planning Services shall be on-call. In the event a heritage resource or other item of historical or archaeological interest is discovered during grading and construction activities, the Project proponent shall ensure that all such activities cease within 50 feet of the discovery until the on-call archaeologist can examine the find in place and determine its significance. If the find is determined to be significant and authenticated, the archaeologist shall determine the proper method(s) for handling the resource or item. Grading and construction

⁵ Melinda A. Peak, Peak & Associates, Inc., Evaluation of CA-ELD-1256H, September 2005.

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activities may resume after appropriate measures are taken or the site is determined not to be of significance. The Project grading plans shall include this mitigation on the plans. Planning Services shall review the grading plans prior to issuance of a grading permit.

2. In the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.98 of the Public Resources Code. If the remains are determined to be Native American, the Coroner must contact the Native American Heritage Commission within 24 hours. The treatment and disposition of human remains shall be completed consistent with guidelines of the Native American Heritage Commission. The project grading plans shall include this mitigation on the plans. Planning Services shall review the grading plans prior to issuance of a grading permit.

c. **Paleontological Resources.** The project site does not have any known paleontological sites or known fossil locales.

d. **Human Remains.** There are no historic period structures, buildings or cemeteries within the project site.

Finding

Based upon the cultural resource study prepared for the site, it is determined that all feasible mitigation measures have been incorporated in the Project to reduce impacts on cultural resources to a level of insignificance. For this "Cultural Resources" category, the thresholds of significance have not been exceeded.

VI. GEOLOGY AND SOILS. <i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?				X
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?			X	

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VI. GEOLOGY AND SOILS. <i>Would the project:</i>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	

Discussion

A substantial adverse effect on Geologic Resources would occur if the implementation of the Project would:

- Allow substantial development of structures or features in areas susceptible to seismically induced hazards such as groundshaking, liquefaction, seiche, and/or slope failure where the risk to people and property resulting from earthquakes could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards;
 - Allow substantial development in areas subject to landslides, slope failure, erosion, subsidence, settlement, and/or expansive soils where the risk to people and property resulting from such geologic hazards could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards; or
 - Allow substantial grading and construction activities in areas of known soil instability, steep slopes, or shallow depth to bedrock where such activities could result in accelerated erosion and sedimentation or exposure of people, property, and/or wildlife to hazardous conditions (e.g., blasting) that could not be mitigated through engineering and construction measures in accordance with regulations, codes, and professional standards.
- a. **Seismicity, subsidence and liquefaction.** There are no Earthquake Fault Zones subject to the Alquist-Priolo Earthquake Fault Zoning Act (formerly Special Studies Zone Act) in El Dorado County.⁶ No other active or potentially active faults have been mapped at or adjacent to the project site where near-field effects could occur.⁷ Although there are no known faults on the project site, the project site is located in a region of the Sierra Nevada foothills where numerous faults have been mapped. The nearest known faults (those experiencing surface rupture within the past 11,000 years) to the site are the Tahoe and Genoa Faults, located approximately 90 km to the east (Jennings, 1994). Consequently, the project geotechnical engineer has determined that it is unlikely that the site will be subjected to strong earthquake shaking during the life of the improvements.⁸

⁶ El Dorado County Planning Department, *El Dorado County General Plan Draft Environmental Impact Report* (SCH # 2001082030), May 2003, p.5.9-29.

⁷ California Department of Conservation, California Geological Survey, *Mineral Land Classification of El Dorado County, California, CGS Open-File Report 2000-03*, 2001, Plate 1.

⁸ Dana Dean, P.E. and Richard Church, Senior Staff Engineer, *Preliminary Geotechnical Engineering Study*, November 22, 2004.

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Seismic liquefaction occurs when excess pore pressures are generated in loose, saturated, generally cohesionless soil during earthquake shaking, causing the soil experience a partial to complete loss of shear strength. Such a loss of shear strength can result in settlement and/or horizontal movement (lateral spreading) of the soil mass). Base on the presence of shallow bedrock at the site, the geotechnical engineer has determined that there is no risk of liquefaction at the project site.

This site is located within Seismic Risk Zone 3 and based on subsurface interpretation is classified as Soil Profile Type S_c. The Project will be required to comply with the latest applicable Uniform Building Code, as modified for California seismic conditions.

b-c. Soil Erosion and loss of topsoil. All grading activities exceeding 250 cubic yards of graded material or grading completed for the purpose of supporting a structure must meet the provisions contained in the County of El Dorado - Grading, Erosion, and Sediment Control Ordinance (Ordinance No. 3983, adopted 11/3/88). This ordinance is designed to limit erosion, control the loss of topsoil and sediment, limit surface runoff, and ensure stable soil and site conditions for the intended use in compliance with the El Dorado County 2004 General Plan. During site grading and construction of the foundation and other site improvements, there is potential for erosion, changes in topography, and unstable soil conditions.

During the wet season, infiltration of surface run off may create wet or saturated soil conditions; particularly where the water is perched on bedrock. Grading operations during the rainy season may be adversely impacted by overly wet soil conditions. Such soils, if used for engineering fill, may require several days to dry back to a workable moisture content. The geotechnical engineer has stated that the drainage around the structures should be constructed in a way such that soils near the structures do not become saturated. Surfaces within 10 feet of structures should be sloped a minimum of 1 percent to direct water away and prevent ponding. All downspouts should direct water at least 10 feet from the perimeter of structures, or be tied into storm drains or other suitable outlets. Erosion control measures should be implemented for exposed surfaces which may be subject to soil erosion. In general, all construction surfaces should be graded to drain to prevent water from ponding.

The developer has prepared a preliminary Erosion and Sediment Control Plan for the Project. The Department of Transportation will determine whether the proposed Erosion and Sediment Control Plan is in compliance with the El Dorado County Grading Ordinance prior to issuance of a grading permit. The Erosion and Sediment Control Plan will include an effective revegetation program to stabilize all disturbed areas. All such areas where grading has been completed between May 1st and October 15th shall be planted by November 1st, or at the recommendation of the Soil Conservation Service. Graded areas completed at other times of the year shall be planted within 15 days. The Project will be conditioned to require approval of an Erosion and Sediment Control Plan by the Department of Transportation prior to grading activity on the site.

d. Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. The central half of the County has a moderate expansiveness rating while the eastern and western portions are rated low. These boundaries are very similar to those indicating erosion potential. When buildings are placed on expansive soils, foundations may rise each wet season and fall each dry season. This movement may result in cracking foundations, distortion of structures, and warping of doors

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and windows. Table 18-1-B of the Uniform Building Code establishes a numerical expansion index for soil types ranging from very low to very high.

The near surface materials found during the borings were generally of low to moderate plasticity and are not likely to develop significant expansive pressures. There would be no impact related to expansive soils.

- e. **Septic.** The Project does not include an on-site sewage disposal system.

Finding

No significant geophysical impacts are expected from the Project. For this "Geology and Soils" category, the thresholds of significance have not been exceeded.

VII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. 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?			X	

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Discussion

A substantial adverse effect due to Hazards or Hazardous Materials would occur if implementation of the Project would:

- Expose people and property to hazards associated with the use, storage, transport, and disposal of hazardous materials where the risk of such exposure could not be reduced through implementation of Federal, State, and local laws and regulations;
- Expose people and property to risks associated with wildland fires where such risks could not be reduced through implementation of proper fuel management techniques, buffers and landscape setbacks, structural design features, and emergency access; or
- Expose people to safety hazards as a result of former on-site mining operations.

- a-b. **Hazardous Substances.** The Project does not involve the use or storage of hazardous/combustible materials. Therefore, the risk of accidental explosion and/or release of a hazardous substance are remote.
- c. **Hazardous Emissions.** The Project would not include any operations that would use acutely hazardous materials or generate hazardous air emissions. There would be no impact.
- d. **Hazardous Materials Sites.** The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.⁹ No activities that will result in the release of hazardous materials to soil or groundwater at the building site are to occur. There would be no impact as a result of the Project.
- e. **Public Airport Hazards.** The project site is within the Cameron Park Airport District Safety Area 3, pursuant the Cameron Park Airport Comprehensive Land Use Plan. The Project is located under the flight pattern for runway 13. The Airport District has reviewed the Project and has provided project conditions.¹⁰ The District has requested that the overall height of the structures not penetrate the transitional surface along the runway pursuant the Comprehensive Land Use Pan. They have stated that the Project is located under the flight pattern for landings and take offs and will be subject to low aircraft over flights and aircraft noise and that buyer notification shall be required to inform potential buyers and tenants of exterior noise levels.

⁹ California Department of Toxic Substances Control, Hazardous Waste and Substances Site List (Cortese List), http://www.dtsc.ca.gov/database/Calsites/Cortese_List, accessed September 23, 2004; California Regional Water Quality Control Board, Central Valley Region, Leaking Underground Storage Tanks Quarterly Report, April 2004; California Regional Water Quality Control Board, Central Valley Region, Site Cleanup List, April 2004.

¹⁰ Gerald N. Hampton, President, Cameron Park District, Comments Concerning Proposed Project, August 1, 2004.

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The project engineer has analyzed the commercial developed and the potential impacts within the imaginary surfaces in the vicinity of the airport runway. The tallest point identified on the site plan is 38 feet above finished floor elevation of 1339.30 feet, which equates to 1377.30 feet. The runway surface elevation is listed as 1286 feet in the Airport Facility Directory published by the Federal Aviation Administration. Using this elevation, the imaginary horizontal surface is at an elevation of 1436 feet and the imaginary approach surface elevation at the project boundary nearest the airport is 1476 feet. The overall highest point of proposed structures is (1378 feet) 58 feet below the imaginary horizontal surface and 98 feet below the imaginary approach surface. The proposed development will lie under the Cameron Airport imaginary surfaces. With respect to allowable land uses, the project site is located in Safety Zone 3 (Cameron Airpark Airport Comprehensive Land use Plan, June 4, 1986), which allows all types of commercial/retail development.

The Cameron Park Airport District has stated that any and all construction of structures that exceed any imaginary surfaces around the airport creates a significant negative impact on the District. The Project will not be penetrating any of the imaginary surfaces.

- f. **Private Airstrip Hazards.** There are no private airstrips in the vicinity of the project site. There would be no impact.
- g. **Emergency Response Plan.** There is no through access to other properties from the project site. Project construction, including staging, would occur entirely on-site. There would be no impact related to emergency response or evacuation plans.
- h. **Fire Hazards.** The Project would be constructed on a parcel located in an area classified as having moderate fire hazard.¹¹ The Project would not include any operations (e.g., use of hazardous materials or processes) that would substantially increase fire hazard risk. Emergency response access to the site and surrounding development would not be adversely affected, as discussed above. Impacts related to wildland fire hazard would be less than significant.

Finding

No impacts from hazardous conditions are expected and no mitigation is required. For this "Hazards" category, the thresholds of significance have not been exceeded.

¹¹ El Dorado County Planning Department, El Dorado County General Plan Draft Environmental Impact Report (SCH #2001082030) , May 2003, Exhibit 5.8-4.

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VIII. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?				X
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		X		
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or -off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X

Discussion

A substantial adverse effect on Hydrology and Water Quality would occur if the implementation of the Project would:

- Expose residents to flood hazards by being located within the 100-year floodplain as defined by the Federal Emergency Management Agency;
- Cause substantial change in the rate and amount of surface runoff leaving the project site ultimately causing a substantial change in the amount of water in a stream, river or other waterway;

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- Substantially interfere with groundwater recharge;
- Cause degradation of water quality (temperature, dissolved oxygen, turbidity and/or other typical stormwater pollutants) in the project area; or
- Cause degradation of groundwater quality in the vicinity of the project site.

- Water Quality Standards.** There would be no discharges of untreated domestic wastewater that would violate water quality control board requirements. Stormwater runoff from the Project is required to be directed to an engineered drainage system and to contain water quality protection features in accordance with the County's NPDES Phase 2 stormwater permit. These requirements will be met during the ministerial building permit process. The amount of runoff and types of constituents that would be discharged to the storm drain system would not be of sufficient volume or concentration to violate water quality standards. There would be no impact.
- Groundwater.** There would be no increased demand on groundwater resources as a result of project implementation because ground water is not being utilized and the site is not a ground water recharge area. There would be no impact.
- Erosion Control Plan.** The purpose of the erosion control program is to limit stormwater runoff and discharge from a site. The Regional Water Quality Control Board has established specific water quality objectives, and any project not meeting those objectives is required to apply for a Waste Discharge Permit. Compliance with an approved erosion control plan will reduce erosion and siltation on and off site.

The soils on the site are Rescue sandy loam, 2 to 9 percent slopes. Based on the results of borings, the subsurface materials consisted of a relatively thin layer of soil overlying weathered gabbroic bedrock. The near-surface soils extend to depths of about 1 to 3 ½ feet below the ground surface and consisted of medium dense to dense clayey sand and stiff to very stiff sandy clay. The clay was generally underlain by completely weathered, very weak bedrock and became less weathered and stronger in the increasing depth. Runoff potential is slow to medium, and the erosion hazard is slight to moderate. The available water holding capacity is 4 to 7 inches. A grading permit through the Department of Transportation will be issued for the Project and will address grading, erosion and sediment control.

- Existing Drainage Pattern and Stormwater Runoff.** A Preliminary Drainage Study has been prepared for the Project.¹² The Project has a north/south trending ride line at about the midpoint of the property bisecting the drainage runoff flows toward east and west. On the easterly half of the site, a high point is located on the northeast corner of the property and the site gradually slopes to an existing low point along the southerly property line. On the western half of the site, the runoff flows toward existing low points at the northwest and southwest corners of the property.

¹² Carlton Engineering Inc., Preliminary Drainage Study, June, 2005.

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The Preliminary Drainage Study analyzed the increase in flows associated with site development over the pre-project existing flows. The post-development storm water run-off is designed to exit at the northwest and southwest corners of the site through underground pipes. The post-development drainage pattern is intended to keep consistent with the pre-developed condition.

A combined pre-and post-development storm water run-off capacity to the points of interest (existing drainage structure at northwest and southwest corner of the site) has been calculated and is summarized in the following table:

Summary of Peak Flows			
Pre-Development		Post-Development (No Detention)	
10-year	100-year	10- year	100-year
1.5 cfs	3.7 cfs	7.1 cfs	11.0 cfs

The report indicates that approximately 2,173 cubic feet of water from the northwest corner and 233 cubic feet of water from the southwest corner of the property would need to be retained before leaving the site from the storm drain outlets to keep the post-development peak runoff held to the pre-development phase. Underground piping for detention and flow control facility will be designed during the construction document phase. The report proposes drainage detention on-site designed to limit flow leaving the site to pre-project conditions.

The components of the storm drain systems include drain inlets, pipes, and possibly detention structures. The design of each component must take into account the worst-case scenario. Highest peak flow normally occurs during a short duration, high-intensity event.

The mean annual rainfall for the project site is 28 inches a year. For a 10-year storm the rainfall depth is 3.91 inches and for a 100-year storm the rainfall depth is 5.54 inches. Pursuant to the El Dorado County Drainage Manual Section 4, the drainage system will be designed to convey a 10-year storm with the water surface elevation contained within all pipes. The design will also pass a 100-year event without damage to structures or flooding of roadways.

The goal in the storm drain design is to convey the maximum peak flow for a given design storm. This involves choosing a storm with the same duration as the time of concentration for the watershed (critical duration). In the Project case, time of concentration is assumed to be 15 minutes and 10 minutes for the pre- and post-development condition, respectively.

The drainage system will be designed to maintain flow entirely in either the subcritical or supercritical range. Internal hydraulic jumps are not expected in the system.

Groundwater was not encountered in the borings conducted during the site investigation conducted by the geotechnical engineer. Where bedrock is within a few feet of finish grade, there is a potential for perched

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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groundwater or seepage at the site. In particular, groundwater perched on shallow rock beneath slabs can result in moisture transmission up through slabs potentially resulting in damage to flooring materials and/or the formation of mold. Surface or subsurface drains may be required to intercept seepage to reduce the impacts of seepage on the proposed site development. The need for surface and subsurface drains, and their locations, shall be determined when the subgrade conditions are fully exposed during site grading, or if seepage is observed during or after grading.

A frequent cause of pavement failures is saturation, and therefore weakened, subgrade. A common source of water in parking and driveway areas are landscaped areas from which water infiltrating the ground flows laterally under curbs and into the aggregate base and subgrade. Where pavement subgrade consists of soil, it is recommended that subdrains be constructed under pavement valley drains to collect and drain water seeping into aggregate base to reduce the potential subgrade infiltration. All pavement surfaces shall have a minimum slope of 1 percent (away from structures) to minimize water infiltration and subsequent saturation of the subgrade. To reduce impacts from ground water seepage to a less than significant level, the following mitigation measure shall be incorporated into the Project:

Mitigation Measure

1. The Project shall comply with all the geotechnical engineers' requirements for moisture transmission through slab-on-grade construction and with the recommended pavement construction standards. The County shall review the project improvement plans and construction details to verify compliance with the geotechnical engineers requirements prior to issuance of a building permit.

The standards enforced through the grading permit process require that water quality features be incorporated in the project design so that water leaving the site and entering the downstream drainage facilities will be treated. There would be no impact from stormwater runoff with the implementation of the project drainage plan, which will be implemented with the project grading permit.

- f. **Water Quality.** Wastewater and stormwater runoff from the Project would be managed through existing facilities for which water quality protection standards have been established. There would be no other sources of pollution that could adversely affect water quality. There would be no impact.
- g-i. **Flooding.** No portion of the Project is within the limits of the floodplain, as identified on the Flood Insurance Rate map. Therefore, no flooding impacts are expected.

FIRM. The Flood Insurance Rate Map (Panel No's. 060040 0725 C and 060040 0700 D) for the project area establishes that the project site is not within a mapped 100-year floodplain.

- j. **Inundation.** A seiche is a water wave within an enclosed body of water such as a lake or reservoir usually generated by an earthquake or landslide. A tsunami is a wave generated from earthquake activity on the ocean floor. The potential for a seiche or tsunami is considered less than significant because the Project site is not located within the vicinity of a water body. A mudflow usually contains heterogeneous materials lubricated with large amounts of water often resulting from a dam failure or failure along an old

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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stream course. The potential for a mudflow is considered to be less than significant because the project site is not located within the vicinity of a dam or other water body.

Finding

As discussed above, the Project would include a mitigation measure to reduce impacts from "Hydrology" to a level of insignificance. No significant water quality, erosion or ground water impacts are expected. For this "Hydrology" category, the thresholds of significance have not been exceeded.

IX. LAND USE PLANNING. <i>Would the project:</i>				
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion

A substantial adverse effect on Land Use would occur if the implementation of the Project would:

- Result in the conversion of Prime Farmland as defined by the State Department of Conservation;
 - Result in conversion of land that either contains choice soils or which the County Agricultural Commission has identified as suitable for sustained grazing, provided that such lands were not assigned urban or other nonagricultural use in the Land Use Map;
 - Result in conversion of undeveloped open space to more intensive land uses;
 - Result in a use substantially incompatible with the existing surrounding land uses; or
 - Conflict with adopted environmental plans, policies, and goals of the community.
- a. **Established Community.** The project site is located in an area developed with commercial and residential uses. The Project is for a commercial shopping center and would be bordered to the south by a daycare facility and apartments, to the east by apartments and the west by a mini-storage facility. The Project would not physically divide an established community. There would be no impact.

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- b. **Land Use Plan.** The land use designation for the site is Commercial. The purpose of this category is to provide a full range of commercial retail, office, and service uses to serve the residents, businesses, and visitors of El Dorado County. The Project is for a Planned Development for a commercial shopping center, to include 8,000 square feet of restaurant use, which may include two (2) drive-up fast food establishments and 56,079 square feet of commercial retail space, which may include a 15,678 square foot major retailer with a drive-up pharmacy window. The final tenant mix for the commercial spaces is unknown at this time; however, the developer has provided a site plan with six (6) building types which can accommodate the proposed restaurant and major chain retailer. Complete Planned Sign and Lighting Programs for the Project have been provided. The project development includes parking, landscaping, and lighting improvements. This is Phase I of a two-phase project. Phase II of the Project will be developed in the future and is to remain vacant for the present time. The proposed use would be consistent with the adopted General Plan land use designation for the site, as the Project is for a shopping center providing a full range of commercial retail services to the Cameron Park residents.

The zoning designation for the site is Planned Commercial-Community Design Review District-Planned Development (CP-DC-PD). The retail shopping center use in the Planned Commercial zone district is permitted without a Special Use Permit, but only after obtaining approval of a Planned Development Permit. The amount of traffic generated by the Project, along with traffic-generated air and noise levels, would not exceed standards adopted for the purpose of reducing environmental effects (see Items XI and XV). There would be no impact.

The Cameron Park Design Review Committee reviewed the Project on July 25, 2005. The Committee approved the colors, exterior materials and design of the buildings, including the proposed Planned Sign and Lighting Programs.

- c. **Habitat Conservation Plan.** The Project will not conflict with any known adopted habitat conservation plan. The project site is located in an ecological preserve mitigation area established for the Pine Hill rare plants, Rare Plant Study Area 1. The developer would be required to pay a fee commensurate with the amount of development pursuant to Resolution 205-98. This fee program establishes a \$0.59 a square foot mitigation fee for commercial and industrial projects within Rare Plant Study Area 1.

Finding

The proposed use of the land will be consistent with the zoning and the El Dorado County 2004 General Plan. There will be no significant impact from the Project due to a conflict with the El Dorado County 2004 General Plan or zoning designations for use of the property. No significant impacts are expected. For this "Land Use" category, the thresholds of significance have not been exceeded.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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X. MINERAL RESOURCES. <i>Would the project:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion

A substantial adverse effect on Mineral Resources would occur if the implementation of the Project would:

- Result in obstruction of access to, and extraction of mineral resources classified MRZ-2x, or result in land use compatibility conflicts with mineral extraction operations.

a- b.Mineral Resources. The project site is not in an area where mineral resources classified as MRZ-2a or MRZ-2b by the State Geologist are present,¹³ and the project site has not been delineated in the El Dorado County 2004 General Plan or in a specific plan as a locally important mineral resource recovery site.¹⁴ There are no mining activities adjacent to or in the vicinity of the project site. There would be no impact.

Finding

No impacts to energy and mineral resources are expected and no mitigation is required. For this “Mineral Resources” category, the thresholds of significance have not been exceeded.

XI. NOISE. <i>Would the project result in:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d. A substantial temporary or periodic increase in ambient noise levels in the		X		

¹³ California Department of Conservation, California Geological Survey, *Mineral Land Classification of El Dorado County, California, CGS Open-File Report 2000-03*, 2001.

¹⁴ El Dorado County Planning Department, *El Dorado County General Plan Draft EIR* (SCH #2001082030), May 2003, Exhibits 5.9-6 and 5.9-7.

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XI. NOISE. <i>Would the project result in:</i>				
project vicinity above levels existing without the project?				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise level?		X		
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion

A substantial adverse effect due to Noise would occur if the implementation of the Project would:

- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of Tables 6-3 through 6-5 in the El Dorado County 2004 General Plan;
- Result in long-term operational noise that creates noise exposures in excess of the standards specified in Tables 6-1 and 6-2 in the El Dorado County 2004 General Plan; or
- Results in noise levels inconsistent with the performance standards contained in Table 6-1 through Table 6-5 in the El Dorado County 2004 General Plan.

a- e. **Noise Standards, Groundborne Noise, Airport Noise and Ambient Noise.** An Acoustical Analysis has been prepared for the Project.¹⁵ The existing noise environment at the project site is defined primarily by local traffic on Green Valley Road and aircraft flyovers from the Cameron Park Airport. The Project includes a pharmacy use, two (2) drive-thru restaurants, and a variety of retail uses. Careful consideration has been given to the residential uses to the north and south of the Project. The acoustical analysis evaluated the potential noise impacts from deliveries, HVAC mechanical equipment, parking lot circulation noise, drive-thru idling and speaker noise and construction noise.

Noise impacts due to the proposed project were evaluated relative to the applicable El Dorado County 2004 General Plan Policies. Noise generated by project-related activities was quantified through a combination of noise measurements, and application of accepted noise modeling techniques.

To generally quantify existing ambient noise levels at the project site, the acoustical consultant conducted short-term noise level measurements on the project site on August 1, 2005. Noise level measurements were conducted to determine typical average and maximum noise levels in the immediate project vicinity. Table No. 1 provides a summary of the result of the ambient noise levels.

TABLE NO. 1

¹⁵

Luke Saxelby, Bollard Acoustical Consultants, Inc., August 10, 2005.

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SUMMARY OF AMBIENT NOISE MEASUREMENT RESULTS				
Site #	Location	Average (Leq)	Maximum (Lmax)	Noise Source
1	Northwest corner of site	59	80	Green Valley Road traffic, aircraft, construction activity
2	Northeast corner of site	60	74	
3	Southeast corner of site	52	64	
4	Southwest corner of site	51	61	

Table No. 1 demonstrates that the ambient noise levels at sites No. 1 and 2 were dominated by Green Valley Road traffic noise and that the noise level at sites No. 3 and 4 were lower due to increased distance from the roadway.

The primary pharmacy anchor tenant is expected to receive 3 to 5 heavy truck deliveries a week and 5-7 light delivery trucks a day. Based upon the estimated truck activity associated with the primary anchor tenant and the distance to the nearest residential receivers, no mitigation would be necessary for the anchor tenant.

The Project includes 28,851 square feet of retail space, which could potentially house approximately 18 various retail users. Daily delivery trucks for these retail pads would consist of light delivery trucks. It is not expected that these uses would require regular use of semi-tractor truck deliveries or loading docks. The majority of deliveries for these uses would occur from 7:00AM to 7:00PM.

Delivery trucks would likely enter the project site from Green Valley Road or Cambridge Road, the travel around the rear of the retail uses and exit onto either Green Valley Road or Cambridge Road. Based upon observations of truck deliveries at similar retail uses, it is estimated during a worst case hour, 9 delivery truck passages could occur along the access drive due to the proposed retail uses. Based upon field measurements, medium size delivery trucks are expected to generate a sound exposure level (SL) of 78dB and 70dB Lmax at 50 feet due to their arrival, departure and pass-by.

Table No. 2 shows the predicted delivery truck noise levels at the nearest residential property lines for the worst-case peak hourly truck circulation.

TABLE NO. 2 PREDICTED UNMITIGATED DELIVERY TRUCK RELATED NOISE LEVELS			
		PREDICTED SOUND LEVELS, dBA	
Location	Location/Distance	Leq	Lmax
Nearest residential property line	Property line to the south (20 feet)	58	77
Recommended standards (daytime)	Property Line	55	70

The predicted peak hour delivery truck noise levels would exceed the El Dorado County daytime hourly noise level criteria of 55 dB Leq and 70 dB Lmax. However, with a six (6) foot tall property line noise barrier constructed between the Project and the adjacent apartment, the noise impacts would be reduced. Table No. 3 shows the predicted delivery truck noise levels after construction of a six (6) foot tall property line noise barrier.

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TABLE NO. 3

PREDICTED MITIGATED DELIVERY TRUCK RELATED NOISE LEVELS				
Location	UNMITIGATED SOUND LEVELS		MITIGATED SOUND LEVELS WITH 6-FOOT TALL NOISE BARRIER, dBA	
	Leq	Lmax	Leq	Lmax
Nearest residential property line	58	77	50	69
Recommended standards (daytime)	54	70	50	70

With construction of the six (6) foot tall noise barrier, sound levels would be reduced to comply with El Dorado County 2004 General Plan Policy 6.5.1.10. It is recommended that noise barrier be constructed of concrete masonry materials such as a CMU (Concrete Masonry Unit) wall. Wood is not recommended as a material for noise barrier due to eventual warping and cracking which compromises the sound attenuating properties of the barrier. Other types of noise barriers may be used at the discretion of El Dorado County, however, it is recommended that the alternative material be reviewed by an acoustical consultant. To reduce impacts from delivery vehicles to a less than significant level, the following mitigation measure shall be incorporated into the Project:

Mitigation Measure

1. The Project shall include a 6-foot tall property line noise barrier to be constructed along the truck delivery route behind the proposed retail buildings along the south property line of the project site, adjacent to the existing residential uses. The noise barrier shall extend from Cambridge Road adjacent to the daycare use to the end of retail Shop B, or as detailed in Figure 1 in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants, dated August 10, 2005. The noise barrier shall be constructed of concrete masonry materials such as a CMU (Concrete Masonry Unit) wall. An alternative noise barrier material may be used at the discretion of El Dorado County and upon review and approval of and acoustical consultant. The noise barrier shall not be constructed of wood material. The location of the noise barrier and material of the noise barrier shall be reviewed and approved by Planning Services prior to issuance of a building permit.

HVAC mechanical Equipment could generate noise levels which exceed the El Dorado County 2004 General Plan exterior noise level standards at the nearest residential property lines. To minimize the risk of annoyance to the adjacent residential uses, all HVAC mechanical equipment shall be shielded from sight by rooftop parapets. Additionally, follow-up noise monitoring shall be conducted after installation of mechanical equipment to verify compliance with El Dorado County exterior noise level standards. To reduce impacts from HVAC mechanical equipment to a less than significant level, the following mitigation measure shall be incorporated into the Project:

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Mitigation Measure

1. The Project shall include screening of all HVAC mechanical equipment by rooftop parapets. Planning Services shall review the project plans prior to issuance of a building permit to ensure that the appropriate screening has been provided.
2. The project acoustical consultant shall conduct follow-up noise assessment after installation of the mechanical equipment to verify compliance with the El Dorado County 2004 General Plan exterior noise policies. A letter verifying compliance or noting deficiencies in the noise levels shall be provided to Planning Services within 30 days following installation of the HVAC mechanical equipment. If deficiencies in the exterior noise levels are noted in the acoustical consultant letter, the developer shall be provided 30 days to bring the noise levels into compliance with the El Dorado County 2004 General Plan exterior noise policies. The Planning Services shall verify that all HVAC equipment has been installed according to the acoustical consultant's standards prior to final occupancy.
3. As an alternative to providing a follow-up noise assessment following installation of the HVAC mechanical equipment, the developer shall have the option to provide a detailed mechanical noise analysis to Planning Services prior to installation of the HVAC mechanical equipment when the specific mechanical plans become available. The supplemental noise analysis shall be reviewed and approved by Planning Services prior to issuance of a building permit.

The proposed parking lot areas are not located within close proximity to the existing residential uses. The parking areas will be shielded by existing and planned property line noise barriers and the proposed retail buildings and vegetation. No additional parking lot noise mitigation would be required for the Project.

The primary anchor, a pharmacy, and two fast food retailers are expected to have drive-thru facilities with speakers. To quantify the noise emissions of the drive-thru vehicle passages and speaker usage, the acoustical consultant utilized noise level data collected at various locations at similar drive-thru facilities.

Noise level measurement data was conducted at three (3) locations in close proximity to the drive-thru speaker locations at the test site. Those locations corresponded to positions 45 degrees off axis from the speaker at a distance of 25 feet, a position 90 degrees perpendicular to the speaker at a distance of 20 feet, and a position two (2) feet directly in front of the speaker. At each noise measurement location, the measurement microphone was located on a tripod at a height of five (5) feet above ground and fitted with a windscreen. Table No. 4 shows the drive-thru speaker noise level measurement results from the three (3) site locations:

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TABLE NO. 4

DRIVE-THRU SPEAKER NOISE LEVEL MEASUREMENT RESULTS- TEST SITES			
SITE	DISTANCE (FT.)	ORIENTATION	MAXIMUM
1	25	45 degrees to side	65
2	20	Directly in Front	65-70
3	2	Directly in Front	75
2 (cars idling)	5	Directly in Front	60-70

It was noted that at the 20 to 25 foot measurement, the sounds of cars idling in the drive-thru speaker lane varied with the age and condition of the vehicle, but generally ranged from 60 to 70 dB at a distance of 5 feet from the car.

The site plan indicates that the proposed fast food facilities within the Project will be located approximately 125 feet from the nearest residences to the north. These residences would be completely shielded from view of the fast food lanes by the existing 8 to 10 foot tall property line noise barrier along Green Valley Road.

The noise level data in the Table No. 4 was used with the distances reported above to predict drive-thru speaker box noise levels at the nearest residential use. A sound attenuation rate of 6dB per doubling of distance was used for the drive-thru speaker sound emissions, as that noise source represents an acoustical point source. This table was also used in predicting drive-thru noise levels. A sound attenuation rate of 6 dB per doubling of distance was used to project the sound from vehicles idling in the drive-thru lane, representing an acoustical point source.

Table No. 5 shows the predicted drive thru-traffic lane noise levels and speaker noise levels at the nearest residential uses:

TABLE NO. 5

PREDICTED DRIVE-THRU LANE/SPEAKER NOISE LEVELS					
					PREDICTED LEVEL
Noise Source	Reference Level (max)	Distance to Houses	Distance Attenuation	8 Foot Tall Barrier Attenuation	Lmax Leq
Speaker	70 dB @ 20'	125	-16 dB	-8 dB	46 dB 39 dB
Vehicles	70 dB @ 5'	125	-28 dB	-8 dB	34 dB 32 dB

The El Dorado County 2004 General Plan indicates that noise levels limits should be reduced by 5 dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. The on-site drive-thru speaker operations consist of speech, and have been adjusted downward by 5 dB as a result. Therefore, the project drive thru speakers need to comply with a maximum noise level standard for 50 dB Lmax and an average level of 40 dB Leq in order to operate during any hour of the day. Based upon the information provided in Table No. 5, the Project would comply with the El Dorado County 2004 General Plan without the need for noise reduction measures or restriction on hours of operation.

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Short-term noise impacts may be associated with excavation, grading and construction activities. All construction and grading operations are required to comply with the noise performance standards contained in the El Dorado County 2004 General Plan. During the construction phase of the Project, noise from construction activities would add to the noise environment in the immediate project vicinity. Activities involved in typical construction would generate maximum noise levels, as indicated in Table No. 6, ranging from 80 to 89 dB Lmax at a distance of 50 feet.

TABLE NO. 6

CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS	
Type of Equipment	Typical Level, dB at 50 feet
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Crane (Derrick)	88
Crane (Mobile)	83
Dozer	85
Generator	81
Grader	85
Pile Driver (impact)	101
Pile Driver (Sonic)	96
Scraper	89
Truck	88

Noise levels would be generated during the construction phase by increased truck traffic on area roadways. A significant project-generate noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be a short duration, and would likely occur primarily during daytime hours.

The acoustical consultant has recommended that construction activities be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m., on weekends, and on federally recognized holidays. Construction equipment engines must also be fitted with appropriate mufflers kept in good working condition as required by El Dorado County. To reduce impacts from construction noise to a less than significant level, the following mitigation measure shall be incorporated into the Project:

Mitigation Measure

1. The project construction activity shall be limited to the hours of 7 a.m. and 7 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m., on weekends, and on federally recognized holidays. Planning Services shall verify that the construction hours have been placed on the grading, improvement and structural plans prior to issuance of grading and building permits.
2. The project construction equipment engines shall be fitted with appropriate mufflers and kept in good working condition, as required by El Dorado County. Planning Services shall verify that

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this notation has been placed on the grading, improvement and structural plans prior to issuance of grading and building permits.

Based upon the noise level reduction mitigation measures provided for noise barriers, HVAC mechanical equipment and construction activities, no additional mitigation measure would be required to achieve compliance with El Dorado County 2004 General Plan Policies. The Project will not result in a substantial increase in existing ambient noise levels in the project vicinity. The Project will not generate noise levels exceeding the performance standards contained in Tables 6-1, 6-2, 6-3, 6-4 and 6-5 within the El Dorado County 2004 General Plan.

- f. **Private Airstrip Noise.** The Project is not located adjacent to or in the vicinity of a private airstrip. As such, the Project will not be subjected excessive noise from a private airport.

Finding

As discussed above, the Project would include a mitigation measure to reduce impacts on noise to a level of insignificance. No significant noise impacts are expected. For this "Noise" category, the thresholds of significance have not been exceeded.

XII. POPULATION AND HOUSING. <i>Would the project:</i>				
a. Induce substantial population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (i.e., through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion

A substantial adverse effect on Population and Housing would occur if the implementation of the Project would:

- Create substantial growth or concentration in population;
- Create a more substantial imbalance in the County's current jobs to housing ratio; or
- Conflict with adopted goals and policies set forth in applicable planning documents.

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- a-c. **Population Growth.** The Project site is in an area zoned for Planned Commercial use, and utility services are available at the project site. No housing or people would be displaced, and no extensions of infrastructure would be required with the Project. There would be no impact.

Finding

The Project will not displace housing. There is no potential for a significant impact due to substantial growth either directly or indirectly with the Project. For this "Population and Housing" category, the thresholds of significance have not been exceeded.

XIII. PUBLIC SERVICES. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a. Fire protection?			X	
b. Police protection?			X	
c. Schools?				X
d. Parks?				X
e. Other government services?				X

Discussion

A substantial adverse effect on Public Services would occur if the implementation of the Project would:

- Substantially increase or expand the demand for fire protection and emergency medical services without increasing staffing and equipment to meet the Department's/District's goal of 1.5 firefighters per 1,000 residents and 2 firefighters per 1,000 residents, respectively;
- Substantially increase or expand the demand for public law enforcement protection without increasing staffing and equipment to maintain the Sheriff's Department goal of one sworn officer per 1,000 residents;
- Substantially increase the public school student population exceeding current school capacity without also including provisions to adequately accommodate the increased demand in services;
- Place a demand for library services in excess of available resources;
- Substantially increase the local population without dedicating a minimum of 5-acres of developed parklands for every 1,000 residents; or

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- Be inconsistent with County adopted goals, objectives or policies.

- a. **Fire Protection.** The Cameron Park Fire Department in Cooperation with the California Department of Forestry and Fire Protection District currently provides fire protection services to the project area. The Fire Department has reviewed the Project to determine compliance with fire standards, El Dorado County 2004 General Plan, State Fire Safe Regulations as adopted by El Dorado County and the Uniform Fire Code. The Project will require fire sprinklers and 14, on- site hydrants, one (1) being located with the Fire Department connection for each building that contains a fire sprinkler system. The location of the fire hydrants and Fire Department connections will be determined during plan review. The fire flow and number of required fire hydrants may be adjusted up or down when actual construction plans are evaluated. The developer has provided documentation from the El Dorado Irrigation District that states the appropriate fire flow can be met. It has been determined by the Fire Department that the level of service would not fall below the minimum requirements, as a result of the Project.
- b. **Police Protection.** The project site will be served by the El Dorado County Sheriff's Department (EDSO) which provides service to the unincorporated areas of the County with a staff of 383 people, including 185 sworn officers. EDSO operates four offices (El Dorado Hills, Georgetown, Placerville, and Pollock Pines) on the west slope, and one in the Lake Tahoe Basin. The EDSO attempts to maintain a minimum of one (1) deputy per 1,000 residents in the unincorporated area (EDSO 2002). The existing staff ratio provides a higher level of service with approximately 1.4 deputies per 1,000 residents. The EDSO does not have an established countywide goal for response time for either rural or urban areas, because the ideal response time varies by priority and by the area of the call. The Project would not significantly impact current response times to the project area.
- c. **Schools.** The State allows school districts to directly levy fees on new residential and commercial/industrial development. These fees are collected at the time of building permit submittal and are designed to provide funds to acquire and construct additional facility space within impacted school districts. The Project will not generate the need for additional school facilities and will not impact school enrollment, as the Project is not for residential purposes.
- d. **Parks.** Section 16.12.090 of County Code establishes the method to calculate the required amount of land for dedication for parkland, and an in-lieu fee amount for the subdivision of residential land. Provisions to provide parkland were not included as part of the project design in accordance with Section 16.12.090 of County Code because the Project is not for a residential subdivision. The Project will not increase the demand for parkland.
- e. **Other Facilities.** No other public facilities or services will be substantially impacted by the Project.

Finding

As discussed above, no significant impacts are expected with the Project either directly or indirectly. For this "Public Services" category, the thresholds of significance have not been exceeded.

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XIV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion

A substantial adverse effect on Recreational Resources would occur if the implementation of the Project would:

- Substantially increase the local population without dedicating a minimum of 5-acres of developed parklands for every 1,000 residents; or
- Substantially increase the use of neighborhood or regional parks in the area such that substantial physical deterioration of the facility would occur.

a-b. The Project would not substantially contribute to an increase in demand on recreation facilities or contribute to increased use of existing facilities. There would be no impact.

Finding

No significant impacts to recreation and open space resources are expected with the Project. For this "Recreation" category, the thresholds of significance have not been exceeded.

XV. TRANSPORTATION/TRAFFIC. <i>Would the project:</i>				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		X		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	

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XV. TRANSPORTATION/TRAFFIC. <i>Would the project:</i>				
e. Result in inadequate emergency access?			X	
f. Result in inadequate parking capacity?			X	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Discussion

A substantial adverse effect on Traffic would occur if the implementation of the Project would:

- Result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system;
- Generate traffic volumes which cause violations of adopted level of service standards (project and cumulative); or
- Result in, or worsen, Level of Service "F" traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county as a result of a residential development project of 5 or more units.

a-b. Capacity and Level of Service. A Traffic Impact Analysis was prepared for the Project.¹⁶ This project covers 7.7-acres. The remaining 5.24-acres of the parcel will be developed in the future and is to remain vacant for the present time. The Developer does not know at this time what the plan is for the remaining acreage, however, the traffic analysis did analyze the cumulative impacts of full potential development of the site assuming an additional 56,000 square feet of retail development on the remaining acres. The 56,000 square feet was utilized because at the time the developer was considering a grocery store retail establishment on the remaining acreage. However, since that time, the developer has decided not pursue a grocery store. For purposes of this report, the analysis has been determined to be acceptable by the Department of Transportation. The analysis indicates that the Project will generate approximate 4,887 trips during an average weekday, 296 trips during the a.m. peak and 309 trips during the p.m. peak hours.

Since the Project is not of regional significance and would be used only by local residents, the project trips are considered to be a change in traffic movements and directions. For example, some residents to the east of Cameron Park Drive and Cambridge Drive who currently go south to do their shopping on Cameron Park Drive and US 50 would instead go north to shop at the new shopping center. Even though the project trips would increase traffic on Cameron Park Drive and Cambridge Drive to the north of Oxford there would be a reduction of traffic to the south of Oxford. It is believed that the Project would reduce the overall traffic at the intersection of Cameron Park and Country Club Drive. The reason is that residents who live along Cameron Park Drive and Cambridge Road to the north of Oxford Drive, and

¹⁶ Farhad Iranitalab, Farhad and Associates, Traffic Impact Analysis, December 2004.

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those who live to the east of Bass Lake Road would now have an alternative pharmacy, restaurants and other retail establishments to drive to and avoid the congested area around the US 50 overcrossing.

Traffic volume would decrease on Cameron Park Drive and Cambridge Road south of Oxford Drive and would be increased on both street sections north of Oxford Drive. Traffic volume would be reduced on Country Club Drive east of Bass Lake Road and would be increased on northbound Bass Lake Road. This directional shift would create a balance distribution of traffic along all north, south street networks.

For purposes of the analysis, the worst condition was assumed and all project trips were added as new and are in addition to the existing trips and level of service (LOS) and were calculated based on this assumption. The comparison of the existing conditions LOS and existing plus project conditions indicates that the Project would lower the LOS at the intersection at Green Valley Road and Cameron Park Drive from LOS C with a 34 seconds delay to D with 50 second during p.m. peak, no changes in LOS during the a.m. peak would occur.

The majority of stop-controlled intersections along Cameron Park Drive are operating at LOS F during either a.m. or p.m. peaks or both with or without the Project. Cameron Park Drive and Mira Loma is operating at a LOS F with 94 seconds delay during p.m. peak for the westbound left-turning movements (41 vehicles) because of lack of sufficient available gap on Cameron Park Drive, for the existing plus project conditions with no changes in the number of left-turning vehicles the delay is 103 seconds because of additional vehicles on Cameron Park Drive. The same conclusion can be drawn for other un-signalized intersection along Cameron Park Drive.

The intersection of Cameron Park Drive and Meder Road is currently controlled by a stop sign and operating at LOS F during both a.m. and p.m. peak. El Dorado County has a plan to install a traffic signal at this intersection prior to the construction of the Project. The level of service at this intersection after the installation of the traffic signal would be improved to LOS B during both a.m. and p.m. peak with or without the Project.

Based on the traffic impact analysis that has been prepared for the Project, it is recommended that to improve traffic operations on Green Valley Road along the project site and to improve the operation at the intersection of Cambridge Road and Green Valley Road to a less than significant level, the following mitigation measure shall be incorporated into the Project:

Mitigation Measure

1. The developer shall widen Green Valley road to provide a right turn lane for eastbound traffic from Green Valley Road onto the site. The developer shall construct frontage improvements consistent with County Standard Plan 101A along Green Valley Road based on one half of a nominally 40-foot wide roadway (12-foot wide travel lane and 8-foot wide shoulder) with additional width for stripped median (14-foot wide) and turn lane, right turn lane into both driveways (12-foot wide pavement). Improvements shall consist of additional road pavement sections necessary, appropriate traffic striping and concrete curb, gutter and 8-foot wide sidewalk

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to County standards. The sidewalk may meander and not be contiguous with the curb and gutter, provided that public pedestrian easements are dedicated as necessary. Turn lane pocket lengths shall be consistent with recommendations found in the approved "Traffic Impact Analysis, prepared by Farhad and Associated dated December 29, 2005."

The Project's westerly access from Green Valley Road shall be right turn in and right turn out only; access shall be designed to preclude a left-turn out movement to the satisfaction of the Department of Transportation, and shall be constructed to a modified County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation. The Project's easterly, main entrance onto Green Valley Road shall be constructed to a modified County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation.

The location of roadway improvements shall be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs.

2. The developer shall widen Cambridge Drive between the proposed driveway onto the site and the intersection of Green Valley Road to provide for a northbound right turn lane from Cambridge onto Green Valley Road. The developer shall construct frontage improvements consistent with County Standard Plan 101A along Cambridge Road based on one half of a nominally 40-foot wide roadway (12-foot wide travel lane and 8-foot wide shoulder) with additional width for stripped median and turn lanes pursuant to the project "Traffic Impact Analysis, prepared by Farhad and Associated dated December 29, 2005" and standard pavement taper at the main driveway access and a right turn lane (12-foot wide) for northbound Cambridge traffic to turn east of Green Valley Road which necessitates relocation of the southeast curb return area including some traffic signal facilities. Improvements shall consist of additional road pavement sections necessary, appropriate traffic striping and concrete curb, gutter and 8-foot wide sidewalk to County standards. The sidewalk may meander and not be contiguous with the curb and gutter, provided that public pedestrian easements are dedicated as necessary.

The Project's two (2) driveway accesses onto Cambridge Road shall be County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation; driveway widths may be less than 35-feet but in no case less than 24-feet. The location of roadway improvements shall be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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3. The developer shall re-stripe Green Valley Road to provide for a westbound left turn lane at the proposed midway driveway onto the site. The location of roadway improvements shall be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs.
4. The Project's westerly access from Green Valley Road shall be right turn in and right turn out only; access shall be designed to preclude a left-turn out movement to the satisfaction of the Department of Transportation, and shall be constructed to a modified County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation. The location of roadway improvements shall be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs.

The Department of Transportation has reviewed and approved the Traffic Impact Analysis and the proposed mitigation to reduce impacts to the LOS on local roads.

- c. **Traffic Patterns.** The Project will not result in a major change in established air traffic patterns for publicly or privately operated airports or landing fields in the project vicinity. The project site is located within Safety Area 3 pursuant to the Cameron Park Airport Comprehensive Land Use Plan. The shopping center structures would not present an air traffic hazard. There would be no impact.
- d. **Hazards.** No traffic hazards such as sharp curves, poor sight distance, or dangerous intersections exist on or adjacent to the project site. No traffic hazards will result from the project design.
- e. **Emergency Access.** The project site is situated on Green Valley and Cambridge Roads. Project construction will not disrupt emergency access to and from the site. There would be no impact.
- f. **Parking.** The submitted site plan was reviewed to verify compliance with Zoning Ordinance on-site parking requirements. Section 17.18.060 of the Zoning Ordinance lists the parking requirements by use. The project site is to have 320 parking spaces provided. The site is to include two (2) 4,000 square foot restaurant uses, with a maximum seating capacity of 120 seats. Based on the seating capacity, each restaurant would be required 80 regular or compact parking spaces and four (4) recreational parking spaces. Both restaurants also propose drive-thru facilities; therefore, parking space credit is given for the stacking lane (each 24 foot length). The remaining 56,079 square foot shopping center is to be retail shopping, with one major pharmacy retailer, which will also have a drive-thru facility. The parking required for the retail users is 224 spaces. The total number of parking spaces required is 312 spaces, with

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six (6) spaces required to be available for the disabled and eight (8) for recreational vehicles. The developer has provided 320 parking spaces, 171 standard parking spaces, 110 compact spaces, 14 disabled spaces, eight (8) recreational vehicle spaces and 17 drive-thru stacking lane spaces. The Project exceeds the on-site parking requirements.

In addition to the required on-site parking requirements, the Zoning Ordinance requires on-site loading spaces for commercial/industrial uses. The Project requires three (3) loading spaces; however, the Project has been designed to include one (1) dedicated loading space for the major pharmacy retailer. The loading dock for the pharmacy has been designed to be 14 feet wide and 58 feet long, exceeding the County Standards for loading docks. The developer has not designed truck loading docks for the bulk of the shopping center because it does not necessitate the use of loading docks due to the individual tenant sizes and needs. The drive aisle/service lane behind and to the south of Shops B, C and D will be utilized for deliveries. Through the Planned Development process the developer will be requesting approval of a reduction in the loading requirement from the Planning Commission, or requesting approval of the alternative loading area, as suggested in the loading dock justification letter dated September 15, 2005. This letter is on file with Planning Services.

- g. **Alternative Transportation.** The project site is located along a public transportation route which has five (5) runs and operates weekdays. The project site will provide onsite bicycle storage. The Project does not conflict with the adopted General Plan policies, and adopted plans, or programs supporting alternative transportation.

Finding

As discussed above, the Project would include mitigation to reduce impacts from traffic movements to the site. For this "Transportation/Traffic" category, the thresholds of significance have not been exceeded.

XVI. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's			X	

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XVI. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>				
projected demand in addition to the provider's existing commitments?				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	
h. Result in demand for expansion of power or telecommunications service facilities without also including provisions to adequately accommodate the increased or expanded demand.			X	

Discussion

A substantial adverse effect on Utilities and Service Systems would occur if the implementation of the Project would:

- Breach published national, state, or local standards relating to solid waste or litter control;
- Substantially increase the demand for potable water in excess of available supplies or distribution capacity without also including provisions to adequately accommodate the increased demand, or is unable to provide an adequate on-site water supply, including treatment, storage and distribution;
- Substantially increase the demand for the public collection, treatment, and disposal of wastewater without also including provisions to adequately accommodate the increased demand, or is unable to provide for adequate on-site wastewater system; or
- Result in demand for expansion of power or telecommunications service facilities without also including provisions to adequately accommodate the increased or expanded demand.

a, b & c

Wastewater. The Project will be connecting to a public wastewater system through the El Dorado Irrigation District. There is a 10-inch sewer line in Cambridge Road, which has adequate capacity at this time. A service stub is located near the southwest corner of the project site. There would be no discharges of untreated domestic wastewater that would violate water quality control board requirements. Stormwater runoff from the project site would be directed to an engineered drainage system that would be required to contain water quality protection features in accordance with the County's NPDES Phase 2 stormwater permit (see Item VIII). The amount of runoff and types of constituents that would be discharged to the storm drain system would not be of sufficient volume or concentration to violate water quality standards. There would be no impact.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- c. **Stormwater Drainage.** The Project would generate increased stormwater flows as a result of the creation of new impervious surfaces. Existing storm drainage infrastructure would be sufficient to accommodate the Project's contribution to the existing system. All required drainage facilities for the development are to be built in conformance with the standards contained in the "County of El Dorado Drainage Manual," as determined by the Department of Transportation, in conjunction with the Commercial Grading Permit to be issued for the development. There would be no impact.
- d. **Potable Water.** Potable water for the Project is to be provided by the El Dorado Irrigation District. In terms of water supply, as of July 14, 2005, the Project as proposed would require 13 equivalent dwelling units (EDUs) of water supply.¹⁷ There is a 10-inch water line in Cambridge Road. In order to provide the required fire flow for the Project and receive service, the Project must construct a looped water line extension connecting to the existing 10-inch water line in Cambridge Road. There are existing 8-inch water lines in the developments to the south and east of the project site. Municipal water supply of the Project can be accommodated within the current El Dorado Irrigation District system using existing facilities. No new or expanded facilities would be required. Impacts would be less than significant.
- f. **Landfill.** El Dorado County is divided into two waste management regions: the Tahoe Basin and the west slope. El Dorado County has franchise agreements with solid waste companies to provide solid waste collection services, as well as recycling and disposal services, for the unincorporated portion of the county, as well as the cities of South Lake Tahoe and Placerville. Most west slope residents and businesses are served by Waste Management, Inc. (also known as El Dorado Disposal/Western El Dorado Recovery systems). Within the City of Placerville, El Dorado Hills CSD, and Cameron Park CSD franchise areas, residential pickup is mandatory. These areas account for approximately 40 percent of the county's population. Residential pickup, as well as commercial garbage collection is not mandatory for the remaining areas of the county.

There are no solid waste disposal sites in El Dorado County. Once collected, solid waste generated on the west slope (including recyclable materials) is taken to the Material Recovery Facility (MRF)/transfer station at Diamond Springs. Recyclable materials are separated from the waste stream at the MRF; unrecyclable solid waste is taken to Lockwood Landfill in Nevada for disposal. El Dorado County contains two (2) MRF's. The El Dorado Disposal MRF serves the west slope of El Dorado County from its location in Diamond Springs. The existing permitted volume of waste material that may be processed at the El Dorado Disposal MRF is 400 tons per day. The South Lake Tahoe Refuse/Transfer Station MRF serves the Tahoe Basin. This MRF is currently allowed to process up to 370 tons per day. The Lockwood Landfill is able to provide waste disposal capacity, according to the El Dorado County 2004 General Plan to the year 2025 and for the foreseeable future beyond that. Alternatively, the County and its franchise operators may contract with landfills elsewhere in California or Nevada for disposal capacity if capacity at the Lockwood Landfill somehow is made unavailable in the future, ensuring sufficient landfill capacity for the solid waste generated in the County. The Project's incremental contribution to solid waste collection services and landfill capacity would be negligible. Recycling programs would be made available to the Project. Impacts would be less than significant.

¹⁷ Brian L. Cooper, P.E., Senior Engineer, El Dorado Irrigation District, Facility Improvement Letter, July 14, 2005.

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- g. **Solid Waste.** County Ordinance No. 4319 requires that new development provide areas for adequate, accessible, and convenient storing, collecting, and loading of solid waste and recyclables. The Project has provided adequate areas for the collection of solid waste. There would be no impact.
- h. **Power and Telecommunication Facilities.** Power and telecommunication facilities are available at the project site. There would be no impact.

Finding

No significant utility and service system impacts are expected with the Project. For this "Utilities and Service Systems" category, the thresholds of significance have not been exceeded.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE. <i>Does the project:</i>				
a. Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			X	
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion

- a. As discussed in Item V (Cultural Resources), the Project would have no significant effect on historical or unique archaeological resources. There would be no effects on fish habitat (Item IV). There would be no significant effect on special-status plant or animal species (Item IV).
- b. Due to the type of proposed project, types of activities proposed, and site-specific environmental conditions, which have been disclosed in the Project Description and analyzed in Items I through XVI, there would be no significant impacts related to agriculture resources, land use/planning, mineral resources, population/housing, public services, or recreation that would combine with similar effects such that the Project's contribution would be cumulatively considerable. Traffic volumes generated by the shopping center, in combination with existing and projected future traffic volumes, would not be cumulatively considerable, as discussed in Item XV. The amount of criteria air pollutant emissions generated by project-generated construction and operation would be well below standards established by

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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the EDCAQMD for cumulative significance, as discussed in Item III. The Project's contribution, if any, to changes in the visual environment and loss of biological resources would be less than significant. The cumulative contribution would not be considerable.

- c. Due to the type of project proposed, types of activities proposed, and site-specific environmental conditions, there would be no environmental effects that would cause substantial adverse impacts on people either directly or indirectly.

GREEN VALLEY STATION MITIGATION MONITORING AND REPORTING PROGRAM

Category/ Impact	Mitigation Measure	Monitoring/ Reporting Responsibility	Monitoring/Reporting Requirement
BIOLOGICAL RESOURCES			
Oak Tree Replacement	1. The Developer shall plant thirty (30), fifteen gallon oak trees on the site, in addition to the required parking lot and buffer landscape requirements. A Certified Arborist shall prepare an Oak Tree Replacement and Management Plan, with the site locations for the oak trees identified, with specific planting and care requirements specified. The program shall also include at a minimum a five (5) year monitoring program to ensure that the trees remain healthy and free from disease. The property owner shall monitor replacement oaks for five (5) years or until the success criteria described in the final approved Oak Tree Replacement and Management Plan are met, whichever is greater. The property owner shall submit a monitoring report by a Certified Arborist to Planning Services for each year of the five-year monitoring period by October 1st of each year.	Planning Services	Planning Services shall review the Project plans and the Oak Tree Replacement and Management Plan prepared by a Certified Arborist prior to issuance of a building permit. The five (5) year monitoring contract with a Certified Arborist shall be provided to the County prior to issuance of a building permit.
CULTURAL RESOURCES			
Archaeological Monitoring	2. During all grading activities in the project area, an archaeologist or historian approved by the Deputy Director of Planning Services shall be on-call. In the event a heritage resource or other item of historical or archaeological interest is discovered during grading and construction activities, the Project proponent shall ensure that all such activities cease within 50 feet of the discovery until the on-call archaeologist can examine the find in place and determine its significance. If the find is determined to be significant and authenticated,	Planning Services	Planning Services shall review the grading plan to determine that the notation has been placed on the plan prior to issuance of a grading permit.

Category/ Impact	Mitigation Measure	Monitoring/ Reporting Responsibility	Monitoring/Reporting Requirement
	the archaeologist shall determine the proper method(s) for handling the resource or item. Grading and construction activities may resume after appropriate measures are taken or the site is determined not to be of significance. The Project grading plans shall include this mitigation on the plans. Planning Services shall review the grading plans prior to issuance of a grading permit. 3. In the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.98 of the Public Resources Code. If the remains are determined to be Native American, the Coroner must contact the Native American Heritage Commission within 24 hours. The treatment and disposition of human remains shall be completed consistent with guidelines of the Native American Heritage Commission. The project grading plans shall include this mitigation on the plans. Planning Services shall review the grading plans prior to issuance of a grading permit.		
HYDROLOGY AND WATER QUALITY			
Groundwater	4. The Project shall comply with all the geotechnical engineers' requirements for moisture Transmission through slab-on-grade construction and with the recommended pavement construction standards. The County shall review the project improvement plans and construction details to verify compliance with the geotechnical engineers requirements prior to issuance of a building permit.	Department of Transportation	The Department of Transportation shall review the improvement plans to verify compliance with the project geotechnical report.

Category/ Impact	Mitigation Measure	Monitoring/ Reporting Responsibility	Monitoring/Reporting Requirement
NOISE			
Noise Barrier	5. The Project shall include a 6-foot tall property line noise barrier to be constructed along the truck delivery route behind the proposed retail buildings along the south property line of the project site, adjacent to the existing residential uses. The noise barrier shall extend from Cambridge Road adjacent to the daycare use to the end of retail Shop B, or as detailed in Figure 1 in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants, dated August 10, 2005. The noise barrier shall be constructed of concrete masonry materials such as a CMU (Concrete Masonry Unit) wall. An alternative noise barrier material may be used at the discretion of El Dorado County and upon review and approval of and acoustical consultant. The noise barrier shall not be constructed of wood material. The location of the noise barrier and material of the noise barrier shall be reviewed and approved by Planning Services prior to issuance of a building permit. 6. The Project shall include screening of all HVAC mechanical equipment by rooftop parapets. Planning Services shall review the project plans prior to issuance of a building permit to ensure that the appropriate screening has been provided. 7. The project acoustical consultant shall conduct follow-up noise assessment after installation of the mechanical equipment to verify compliance with the El Dorado County 2004 General Plan exterior noise policies. A letter verifying compliance or noting deficiencies in the noise levels shall be provided to Planning Services within 30 days following installation of the HVAC mechanical equipment. If	Planning Services	Planning Services shall verify the noise barrier material and location prior to issuance of a building permit. Planning Services shall review the project elevations to verify the screening of the HVAC equipment prior to issuance of a building permit. Planning Services shall receive a follow-up noise assessment after installation of the mechanical equipment.

Category/ Impact	Mitigation Measure	Monitoring/ Reporting Responsibility	Monitoring/Reporting Requirement
	deficiencies in the exterior noise levels are noted in the acoustical consultant letter, the developer shall be provided 30 days to bring the noise levels into compliance with the El Dorado County 2004 General Plan exterior noise policies. The Planning Services shall verify that all HVAC equipment has been installed according to the acoustical consultant's standards prior to final occupancy. 8. As an alternative to providing a follow-up noise assessment following installation of the HVAC mechanical equipment, the developer shall have the option to provide a detailed mechanical noise analysis to Planning Services prior to installation of the HVAC mechanical equipment when the specific mechanical plans become available. The supplemental noise analysis shall be reviewed and approved by Planning Services prior to issuance of a building permit. 9. The project construction activity shall be limited to the hours of 7 a.m. and 7 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m., on weekends, and on federally recognized holidays. Planning Services shall verify that the construction hours have been placed on the grading, improvement and structural plans prior to issuance of grading and building permits. 10. The project construction equipment engines shall be fitted with appropriate mufflers and kept in good working condition, as required by El Dorado County. Planning Services shall verify that this notation has been placed on the grading, improvement and structural plans prior to issuance of grading and building permits.		If a follow-up noise assessment is not to be provided, the developer must provide a detailed mechanical noise analysis prior to installation of the HVAC equipment. Planning Services shall verify that the hours of construction have been places on the grading and construction drawing prior to issuance of grading and building permits. Planning Services shall verify that the required notation has been placed on the plans prior to issuance of grading and building permits.

Category/ Impact	Mitigation Measure	Monitoring/ Reporting Responsibility	Monitoring/Reporting Requirement
TRANSPORTATION			
Roadway Improvements	11. The developer shall widen Green Valley road to provide a right turn lane for eastbound traffic from Green Valley Road onto the site. The developer shall construct frontage improvements consistent with County Standard Plan 101A along Green Valley Road based on one half of a nominally 40-foot wide roadway (12-foot wide travel lane and 8-foot wide shoulder) with additional width for stripped median (14-foot wide) and turn lane, right turn lane into both driveways (12-foot wide pavement). Improvements shall consist of additional road pavement sections necessary, appropriate traffic striping and concrete curb, gutter and 8-foot wide sidewalk to County standards. The sidewalk may meander and not be contiguous with the curb and gutter, provided that public pedestrian easements are dedicated as necessary. Turn lane pocket lengths shall be consistent with recommendations found in the approved "Traffic Impact Analysis, prepared by Farhad and Associated dated December 29, 2005." The project's westerly access from Green Valley Road shall be right turn in and right turn out only; access shall be designed to preclude a left-turn out movement to the satisfaction of the Department of Transportation, and shall be constructed to a modified County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation. The project's easterly, main entrance onto Green Valley Road shall be constructed to a modified County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation. The location of roadway improvements shall be submitted	Department of Transportation	The Department of Transportation shall review the grading and improvement plans to verify the roadway improvements as recommended by the project Traffic Engineer prior to issuance of the grading permit.

Category/ Impact	Mitigation Measure	Monitoring/ Reporting Responsibility	Monitoring/Reporting Requirement
	with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs. 12. The developer shall widen Cambridge Drive between the proposed driveway onto the site and the intersection of Green Valley Road to provide for a northbound right turn lane from Cambridge onto Green Valley Road. The developer shall construct frontage improvements consistent with County Standard Plan 101A along Cambridge Road based on one half of a nominally 40- foot wide roadway (12-foot wide travel lane and 8-foot wide shoulder) with additional width for stripped median and turn lanes pursuant to the project "Traffic Impact Analysis, prepared by Farhad and Associated dated December 29, 2005" and standard pavement taper at the main driveway access and a right turn lane (12-foot wide) for northbound Cambridge traffic to turn east of Green Valley Road which necessitates relocation of the southeast curb return area including some traffic signal facilities. Improvements shall consist of additional road pavement sections necessary, appropriate traffic striping and concrete curb, gutter and 8-foot wide sidewalk to County standards. The sidewalk may meander and not be contiguous with the curb and gutter, provided that public pedestrian easements are dedicated as necessary.		

Category/ Impact	Mitigation Measure	Monitoring/ Reporting Responsibility	Monitoring/Reporting Requirement
	The Project's two (2) driveway accesses onto Cambridge Road shall be County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation; driveway widths may be less than 35-feet but in no case less than 24-feet. The location of roadway improvements shall be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs. 13. The developer shall re-stripe Green Valley Road to provide for a westbound left turn lane at the proposed midway driveway onto the site. The location of roadway improvements shall be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs. The Project's westerly access from Green Valley Road shall be right turn in and right turn out only; access shall be		

Category/ Impact	Mitigation Measure	Monitoring/ Reporting Responsibility	Monitoring/Reporting Requirement
	designed to preclude a left-turn out movement to the satisfaction of the Department of Transportation, and shall be constructed to a modified County Standard 103 C with signage and striping to the satisfaction of the Department of Transportation. The location of roadway improvement plans to the be submitted with the grading and improvement plans to the Department of Transportation for approval with a fully executed Road Improvement Agreement for the work, prior to issuance of project building permits. Road improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of the site. These improvements shall be funded by the developer and are not eligible for reimbursement from the County's traffic fee programs.		

Exhibit A: Vicinity Map

File No. Planned Development PD95-0004

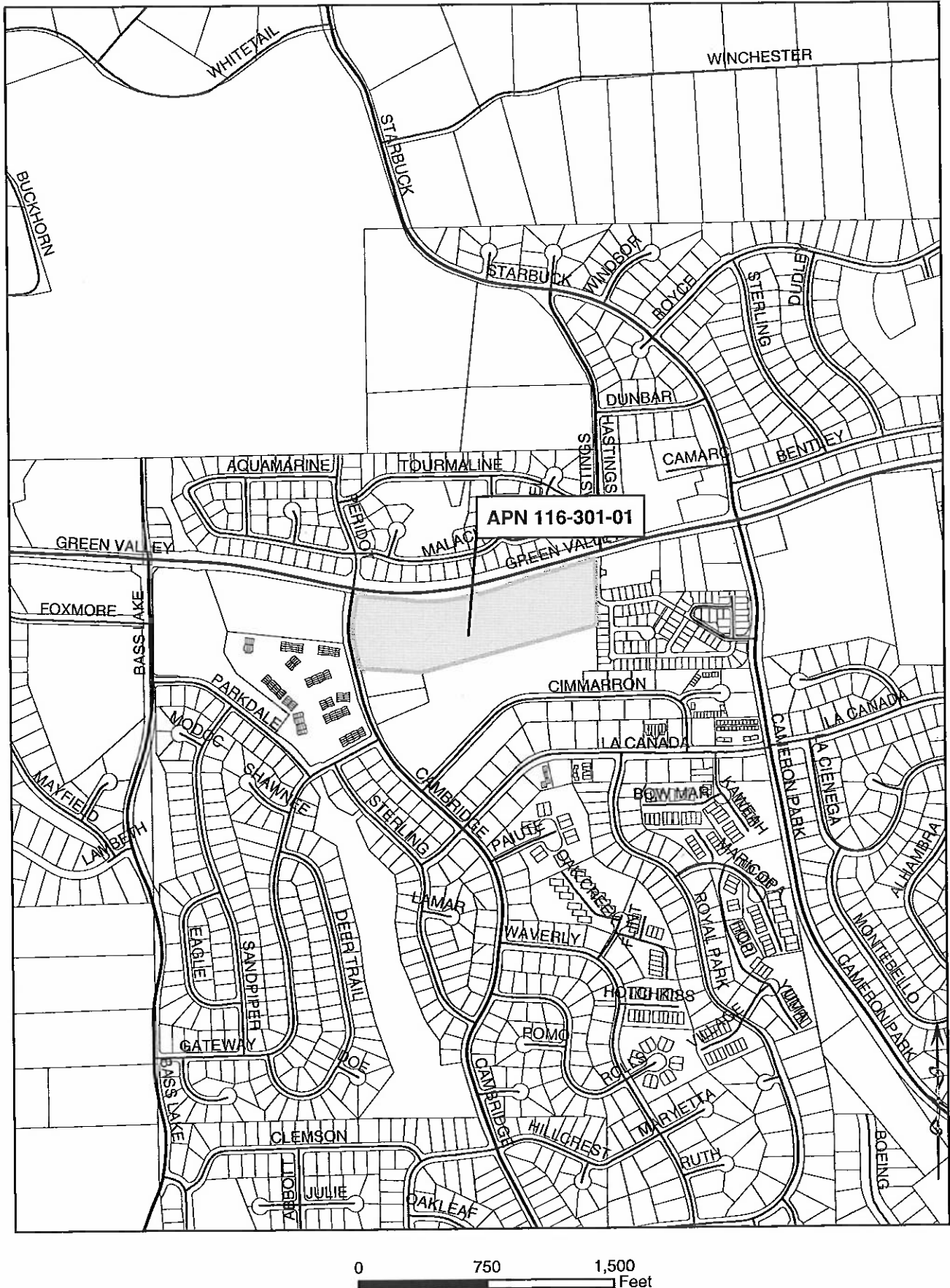
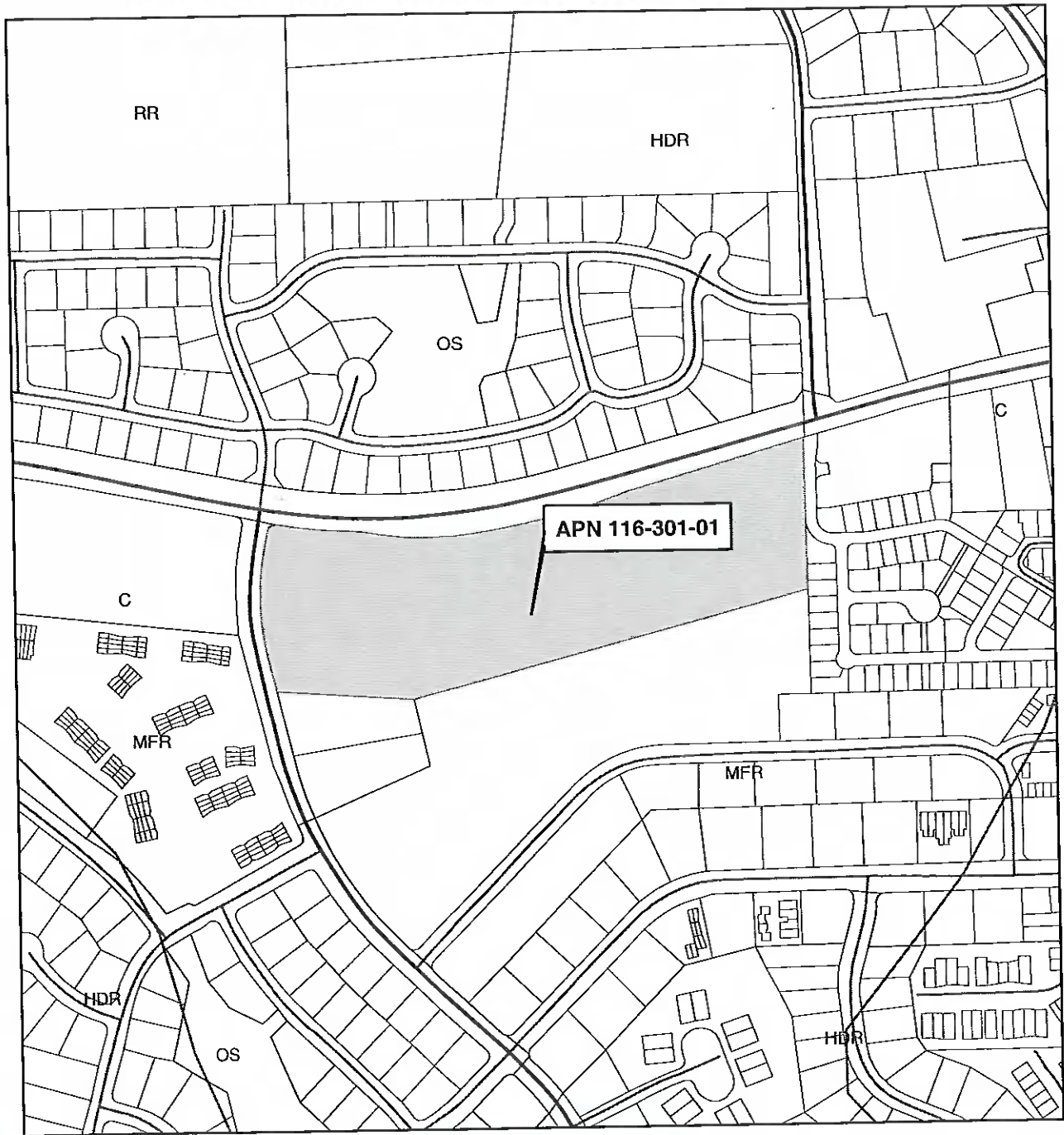


Exhibit B: General Plan Land Use

File No. Planned Development PD95-0004



0 315 630 Feet



Commercial Land Use Designation



Multifamily Residential Land Use Designation

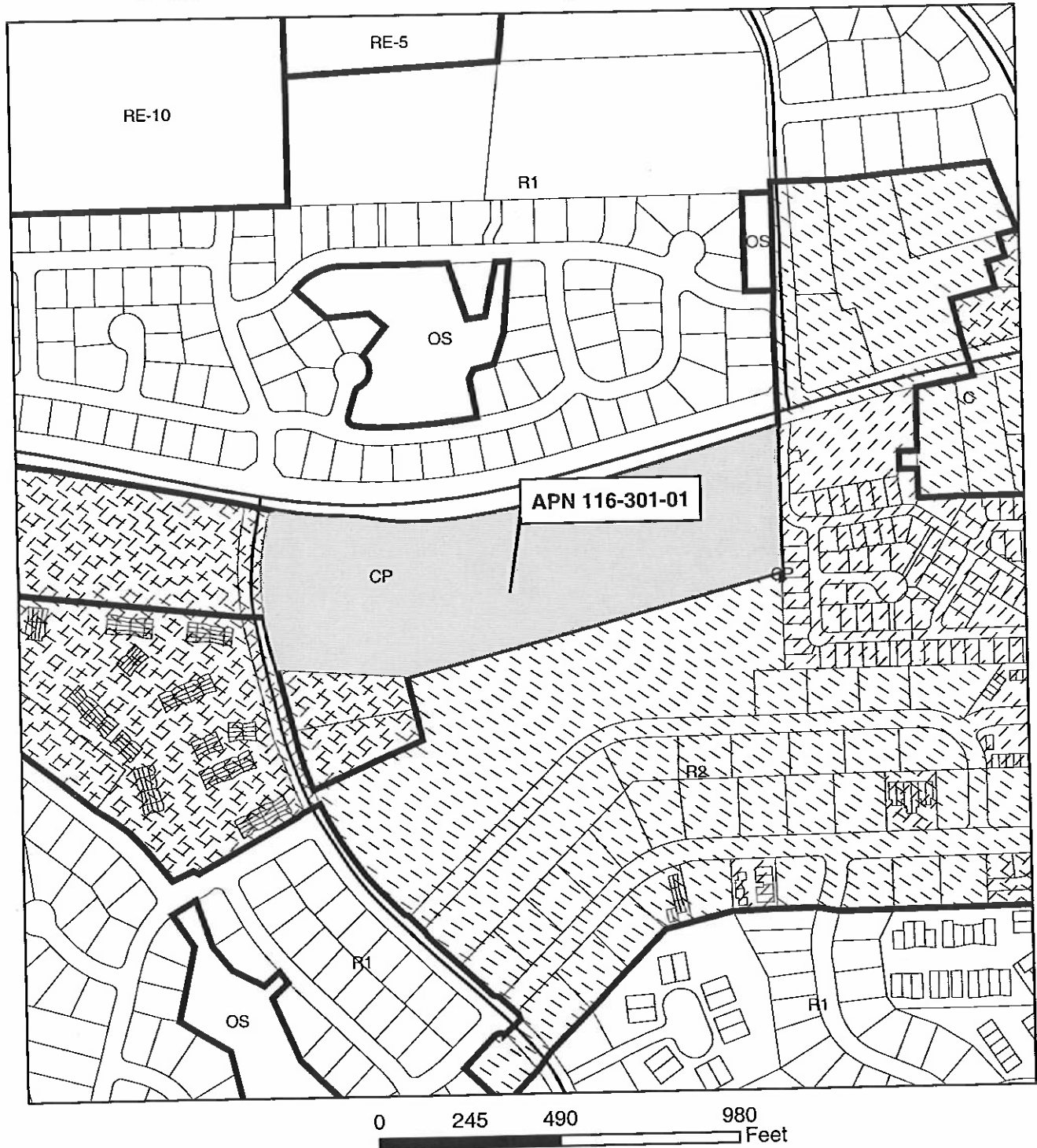


High Density Residential Land Use Designation



Exhibit C: Zoning

File No. Planned Development PD05-0004



CP-DC-PD

Planned Commercial -Design Control-Planned Development Zone District

R2-DC

Limited Multifamily Residential - Design Control Zone District

R1

One-Family Residential Zone District



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Monday, August 15, 2005

Mr. Orvin C. Lambert
El Dorado County DOT
2850 Fairlane Court
Placerville, CA 95667

RE: Revised Traffic Impact Analysis for Green Valley Station Shopping Center

Dear Orvin,

The following are responses to David Stanek comments on the subject project:

1. The report is revised to include the updated Standard of Significance;
2. Per my conversation with David the traffic report was not revised to include the Trip Generation for the Office park because the number of trips are much less than the proposed major Market. However, the trips generation is included in the appendix for information only.
3. Figure 8 is added to show the Cumulative plus project trips at the project driveways and the intersection of Cambridge and Green Valley Road including the recommendation for the length of the turn pockets.
4. Based on the low number of traffic at the main driveway the intersection does not meet the warrants for the peak period for traffic signal.
5. The recommendation for lowering speed on Green Valley is removed.
6. The accident section is deleted from the report.
7. The existing and existing plus project calculation for the level-of-service for the intersection of Cameron Park and Mira Loma was revised to include the addition of left-turn lanes on Cameron Park. However, there are no changes in level-of-service.
8. The calculation of level-of-service for the existing Plus project at the intersection of Cameron Park and Oxford is revised to include the installation of traffic signal. The operation at this intersection is improved to level-of-service "A" for the a.m. and P.M. peaks.
9. The cumulative condition is revised to include the new language.

If you have any question please call me.

Sincerely;

Farhad Iranitalab, principal

Trip Impact Analysis

□ did not discuss
OUTBRIDGE ACCESS
LEFT TURN
POCKET IN

For

08/16/05

Green Valley Station shopping Center
Francisco Blvd.

In
Cameron Park
El Dorado County

Prepared for:
Ribacchi & Weck
Sacramento, Ca

Prepared by:
Farhad Iranitalab
Farhad and Associates/
2815 Mitchell Drive, Suite 120
Walnut Creek, CA 94598
Revised August 2005

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- 1A Trip Generation Table for Office Park
- A Existing Traffic Volume Counts
- B Existing Levels of Service Calculations
- C Existing Plus Project Levels of Service Calculations
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- 1 Summary of Level-of- Services for all Scenarios
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- 5 Project Trip Distribution
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- 8 Cumulative plus project traffic volume at Cambridge and Green Valley and project Driveways

EXECUTIVE SUMMARY

This report presents an analysis of the traffic impacts associated with a development of 117,500 square feet of neighborhood shopping center at the corner of Green Valley Road and Cambridge Drive in Cameron Park in the County of El Dorado. The impact analysis evaluates operating conditions during a weekday for the AM and PM peaks. Figure 1 shows the project site and the vicinity roadway network.

The proposed project would involve the construction of 56,000 square feet of major market store, two 4,000 square feet of drive thru restaurant, 15,000 square feet of Jr. major store, and 28,500 square feet of retail spaces. (See Figure 2)

As an alternative to the major market store the applicant might replace the market store with office park of the same size. The calculation of trip generation for the office park is included in appendix 1A. Based on the information provided in the trip generation table for the office park the number of trips is much less than the existing proposed project. Therefore this study assumes the worst condition and would analyze the impact based on the development of 56,000 square feet of major market store.

The proposed project would generate an average of 8,263 new trips during a weekday, 420 trips during the am peak and 701 trips during the pm peak hours.

It should be noted that the proposed project is not a regional shopping center and does not attract any regional trips (i.e. from US 50) to this center.

Three driveways from Green Valley Road, two driveways from Cambridge Drive, and one ingress only service driveway from the future Winterhaven Drive would provide access onto the site. All movements are allowed at the mid-driveway on to Green Valley; movements are limited to right in and right out only at the most westerly driveway on Green Valley road, and left-turn on to the site from Green Valley Road is allowed at the most easterly driveway (no left-turn out of the site is allowed at this driveway). The most southerly driveway on to Cambridge Drive would be used as service delivery access; the driveway on Winterhaven Drive is right in only, which will be used only for truck delivery.

The first westerly driveway is located approximately 300 feet to the east of Cambridge road and Green Valley road intersection (right in and right out movements only); the second driveway is proposed approximately 450 feet from the first driveway (all movements are allowed), and the third driveway is located approximately 300 feet from the second driveway (right out only), this driveway is located approximately 380 feet to the west of the new Winterhaven Drive and Green Valley Road intersection. The first driveway on Cambridge Road is located approximately 280 feet to the south of Green Valley Road and provide full access onto the site.

Site plan evaluation indicates that the internal circulation is efficient and no problem is noted.

The project is providing 654 on site parking stalls.

Study Methodology- This Traffic Impact Report was prepared based on the Guidelines established by the County of El Dorado, and is consistent with standard traffic engineering techniques

The study includes analysis of weekday a.m. and p.m. peak hours at the following intersections:

1. Green Valley Road/Cambridge;
2. Green Valley Road/Cameron park;
3. Cameron Park Blvd./Oxford;
4. Cameron Park Blvd./Meder Road
5. Cameron Park Blvd./Mira Loma

Three study scenarios were addressed in the study:

- **Existing Conditions** – This scenario evaluates the level-of-service at the studied intersections for the current traffic conditions.
- **Existing plus projects** - This scenario analyzes the level-of-service at the studied intersections by adding trips from the project to the existing scenario.
- **Cumulative Conditions** – This scenario evaluates the operational level-of-service for the General Plan build out plus project conditions.

Standard of Significance

The 2004 El Dorado County General Plan states the following Policy:

TC-Xd. *Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS “E” in the Community Regions or LOS “D” in the Rural Centers and Rural Regions except as specified in Table TC-2 or after December 31, 2008, Table TC-3. The volume to capacity ratio of the roadway segments listed in Tables TC-2 and TC-3 as applicable shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM peak Hour, and PM Peak Hour traffic volumes.*

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

- A. *A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or*
- B. *The addition of 100 or more daily trips, or*
- C. *The addition of 10 or more trips during a.m. peak hour or the p.m. peak hour.*

TC-Xf

Prior to occupancy for development that worsens (defined as a project that triggers policy TC-Xe (A) or (B) or (C) traffic on the County road system, the developer shall do one of the following: (1) construct all road improvements necessary to regional and local roads needed to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure adequate funding is identified and available for the necessary road improvements and those projects are programmed. The determination of compliance with this requirement shall be based on existing traffic plus traffic generated from the project and from other reasonably foreseeable projects.

Intersection Level-of-Services

Table 1 presents the summary of operational level-of-services at the studied intersections for all scenarios.

TABLE 1- SUMMARY OF LEVEL-OF-SERVICE AT STUDIED INTERSECTIONS

INTERSECTION	PEAK	Existing LOS (Delay in sec.)	Existing + Proj. LOS (Delay in sec.)
Green Valley Rd/Cambridge Dr. (Signalized)	AM	B (15.1)	B (17.8)
	PM	B (17.6)	B (19.8)
Green Valley Rd/Cameron Park (signalized)	AM	C (23.0)	C (31.0)
	PM	C (34.3)	D (49.7)
Cameron Park/Mira Loma (two-way stop)	AM	D (34.2) W/B	E (35.2) W/B
		B (14.0) E/B	B (14.4) E/B
	PM	F (93.7) W/B	F (102.6) W/B
		C (19.0) E/B	C (20.2) E/B
Cameron Park/Meder Rd. (stop control)	AM	F (65.7) W/B	B (14.6)*
	PM	F (82.6) W/B	B (18.6)*
Cameron Park/Oxford (two-way stop)	AM	E (43.9) W/B	A (8.0)*
		D (34.0) E/B	
	PM	F (146.5) W/B	A (8.1)*
		F (102.7) E/B	

* Intersection is planned to be signalized by the County DOT

FINDINGS

Existing conditions Findings

Analysis indicate that for the existing scenario the intersections of Green Valley Road at Cambridge Drive and Green Valley Road and Cameron Park Drive are operating at level-of-service “C” or better during both a.m. and p.m. peak hours after the installation of the traffic signal at the intersection of Green Valley Road and Cambridge Drive. The westbound approach at the intersection of Cameron Park and Mira Loma, Cameron Park and Meder, and Cameron Park and Oxford operate at level-of-service “F” during the p.m. peak because of the insufficient gap for the left-turn movements from minor streets onto Cameron Park. Preliminary analysis indicates that the intersections of Cameron Park/Mira Loma and Cameron Park/Oxford are not warranted for traffic signal control because of low traffic volume on minor streets. The intersections of Cameron Park Drive at Meder Road and Oxford are currently controlled by stop

sign and operating at level-of-service “F” during both a.m. and p.m. peak. The El Dorado County has a plan to install a traffic signal at both intersections prior to the construction of this center. The level-of-service at the intersection of Meder Road after the installation of traffic signal would be improved to “B” during both a.m. and p.m. peak and at the intersection of Oxford would be “A” with and without the project.

Green valley Road has two travel lanes with additional left-turn lane at the intersections of Cameron Park Drive and Cambridge Drive. The posted speed limit is 50 mph.

Existing Plus Project Conditions

The study of this scenario indicates that the project traffic would lower the level-of-service at the intersection of Green Valley Rd and Cameron Park from “C” to “D” during p.m., and from LOS “D” to “E” for the westbound movements at the un-signalized intersection of Cameron Park/Mira Loma, and eastbound movements at the intersection of Cameron Park/Oxford during a.m. peak. These two intersections would operate at level-of-service “F” with or without the project during the p.m. peak.

Cumulative Conditions

Cumulative project impacts are considered to be addressed with payment of applicable development fees. As a result, a cumulative conditions analysis of the study intersections is not needed.

CONCLUSIONS AND RECOMMENDATIONS

The analysis indicates that the project would generate approximately 8,200 trips during an average weekday, 420 trips during the a.m. peak and 701 trips during the p.m. peak hours.

The study of the area indicates that the nearest major market store is at least 3 miles away from the project site. Presently residents in the vicinity of project are traveling south on Cameron Park Drive, Cambridge Drive, and Bass Lake Drive to do their grocery shopping at the corner of Cameron Park and US 50. See figure 1. Since this project is not of regional significant and would be used only by local residents, the project trips are merely a change in traffic movements and directions (diverted trips). For example, residents to the east of Cameron Park Drive and Cambridge Drive who used to go south to do their grocery shopping on Cameron Park Drive and US 50 would instead go north to shop at the new shopping center. Even though the project trips would increase traffic on Cameron Park Drive and Cambridge Drive to the north of Oxford there would be a reduction of traffic to the south of Oxford.

Based on our previous studies of the area it is clear that all intersections in the vicinity of US 50 overcrossing are congested during the peak hours and on weekends and are approaching to operating at capacity; any reduction of traffic volume would improve the operation at those intersections. We believe this project would reduce the overall traffic at the intersection of Cameron Park and Country Club Drive by approximately 30%. The reason is that residents who live along Cameron Park Drive and Cambridge Road to the north of Oxford Drive, and those who live to the east of Bass Lake Road have an alternative shopping center to drive to and avoid the congested area around the US 50 overcrossing.

It is our belief that traffic volume would be dropped on Cameron Park Drive and Cambridge Road south of Oxford Drive, and would be increased on both street sections north of Oxford Drive. Like wise traffic volume would be reduced on Country Club Drive east of Bass Lake Road

and would be increased on northbound Bass Lake Road. This directional shift would create a more balance distribution of traffic along all north south street networks.

However, for the purpose of this study we assumed the worst conditions and added all of the project trips as new and are in addition to the existing trips and level-of-services are calculated based on this assumption. The comparison of the existing conditions level-of-service and existing plus project conditions indicates that the project would lower the level-of-service at the intersection Green Valley Road and Cameron Park Drive from “C” with 34 seconds delay to “D” with 50 seconds during pm peak, no changes in level-of-service during the am peak would occur.

Analysis indicates that currently the majority of stop-controlled intersections along Cameron Park Drive are operating at level-of-service “F” during either am or pm peaks or both with or without the project. Cameron Park Drive and Mira Loma is operating at level-of-service “F” (94 seconds delay) during pm peak for the westbound left-turning movements (41 vehicles) because of lack of sufficient available gap on Cameron Park, for the existing plus project conditions with no changes in the number of left-turning vehicles the delay is 103 seconds because of additional vehicles on Cameron Park. The same conclusion can be drawn for other un-signalized intersection along Cameron Park Drive. However, the intersections are not warranted for traffic signal control based on the volume or accidents at this time.

The intersections of Cameron Park Drive at Meder Road and Oxford are currently controlled by stop sign and operating at level-of-service “F” during both a.m. and p.m. peak. The El Dorado County has plans to install traffic signals at both intersections prior to the construction of this center. The level-of-service at the intersection of Meder Road after the installation of traffic signal would be improved to “B” during both a.m. and p.m. peaks and at the intersection of Oxford would be “A” during both peaks.

Based on our analysis we recommend that the following mitigations to improve the traffic operation on Green Valley Road along the project site and to improve the operation at the intersection of Cambridge and Green Valley road:

1. Provide right turn lanes for eastbound traffic from Green Valley onto the site at all driveways (see figure 8);
2. Widen Cambridge Drive between the proposed driveway onto the site and the intersection of Green Valley Road to provide for a northbound right turn lane from Cambridge onto Green Valley Road (see figure 8);
3. Re-stripe Green Valley Road to provide for a westbound left turn lane onto the site at the two easterly driveways (see figure 8).
4. Provide 60’ left turn pocket on Cambridge Drive for the southbound traffic on to the site at the main driveway.

Figure 8 present the proposed roadway improvements. We believe the above improvements would improve the traffic operation and safety on this section of Green Valley Road.

INTRODUCTION

The purpose of this report is to present the traffic impact analysis for a proposed 117,500 square feet of neighborhood shopping center on an approximately 12.94 acres vacant land located at the southeast corner of Green Valley Road and Cambridge Drive intersection in the City of Cameron Park in El Dorado County. Figure 1 shows the project vicinity map.

Presently residents within a mile of the project site have to travel over 2 miles to access shopping center with major market stores. Three of these stores are located on Cameron Park Drive at US 50, two is located on El Dorado Hills Blvd and US 50, and one is located at the corner of Green Valley Road and Francisco Drive, and one is planned on Missouri Flat.

The proposed project would eliminate the need for the residents to travel south on Cameron Park Drive, Cambridge Drive, and Bass lake Road for their shopping needs at the vicinity of Cameron park Drive and US 50, which is already congested during the peaks.

Project Description – The proposed project would involve the construction of 117,500 square feet of neighborhood shopping center, which includes a 56,000 square feet of major market store, two 4,000 square feet of drive thru restaurant, 15,000 square feet of Jr. major store, and 28,500 square feet of retail spaces. (See Figure 2)

As an alternative to the major market store the applicant might replace the market store with office park of the same size. The calculation of trip generation for the office park is included in appendix 1A. Based on the information provided in the trip generation table for the office park the number of trips is much less than the existing proposed project. Therefore this study assumes the worst condition and would analyze the impact based on the development of 56,000 square feet of major market store.

Study Methodology- This Traffic Impact Report is prepared based on the El Dorado County Traffic Impact Study Guidelines dated November 30,2001.

Standard for Significant Impact-

The 2004 El Dorado County General Plan states the following Policy:

TC-Xd. *Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS "E" in the Community Regions or LOS "D" in the Rural Centers and Rural Regions except as specified in Table TC-2 or after December 31, 2008, Table TC-3. The volume to capacity ratio of the roadway segments listed in Tables TC-2 and TC-3 as applicable shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM peak Hour, and PM Peak Hour traffic volumes.*

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

D. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or

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

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

TC-Xf

Prior to occupancy for development that worsens (defined as a project that triggers policy TC-Xe (A) or (B) or (C) traffic on the County road system, the developer shall do one of the following: (1) construct all road improvements necessary to regional and local roads needed to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure adequate funding is identified and available for the necessary road improvements and those projects are programmed. The determination of compliance with this requirement shall be based on existing traffic plus traffic generated from the project and from other reasonably foreseeable projects.

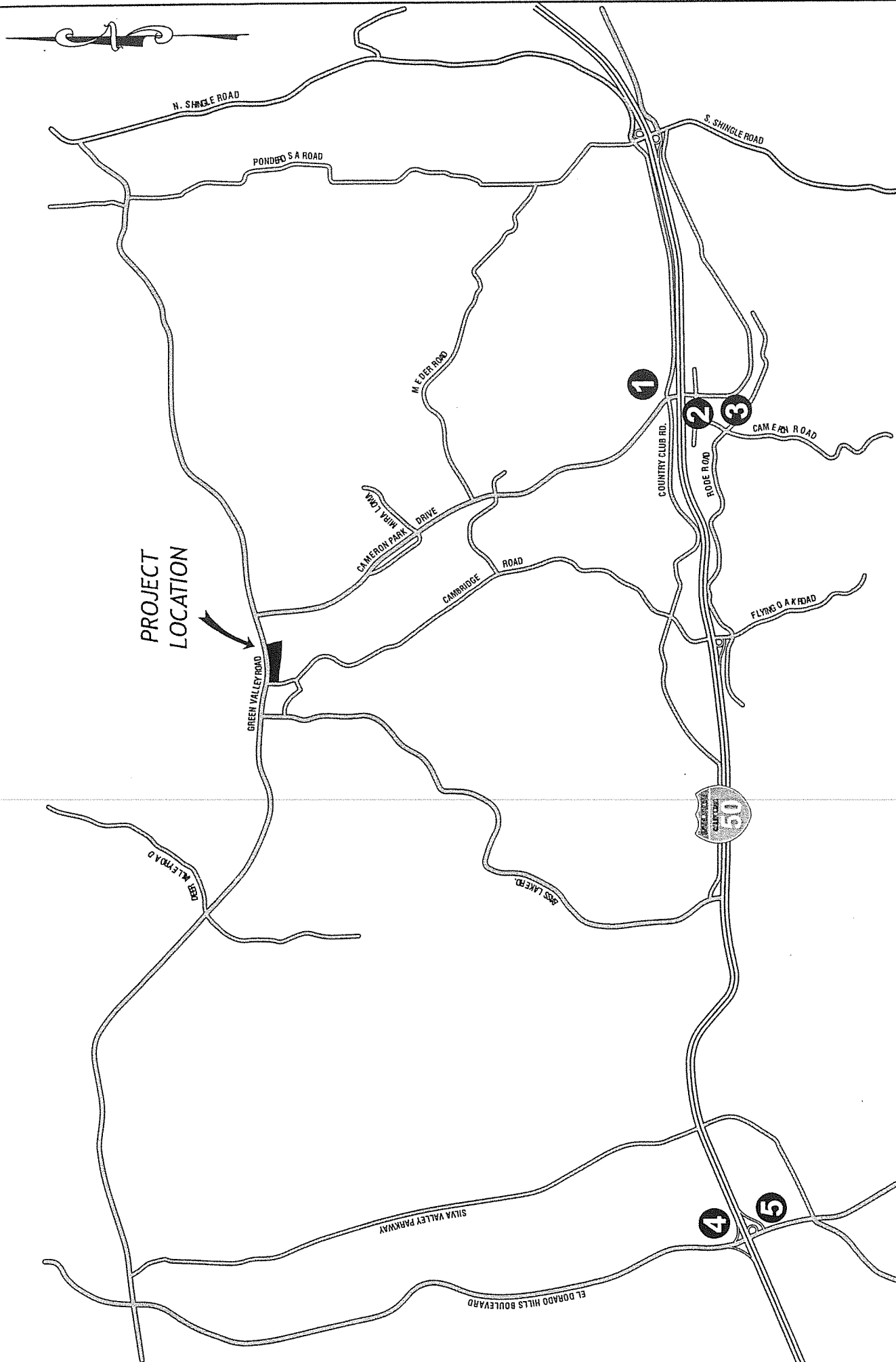


FIGURE 1 | PROJECT LOCATION
 TRAFFIC IMPACT STUDY
Green Valley Station Project
 El Dorado County

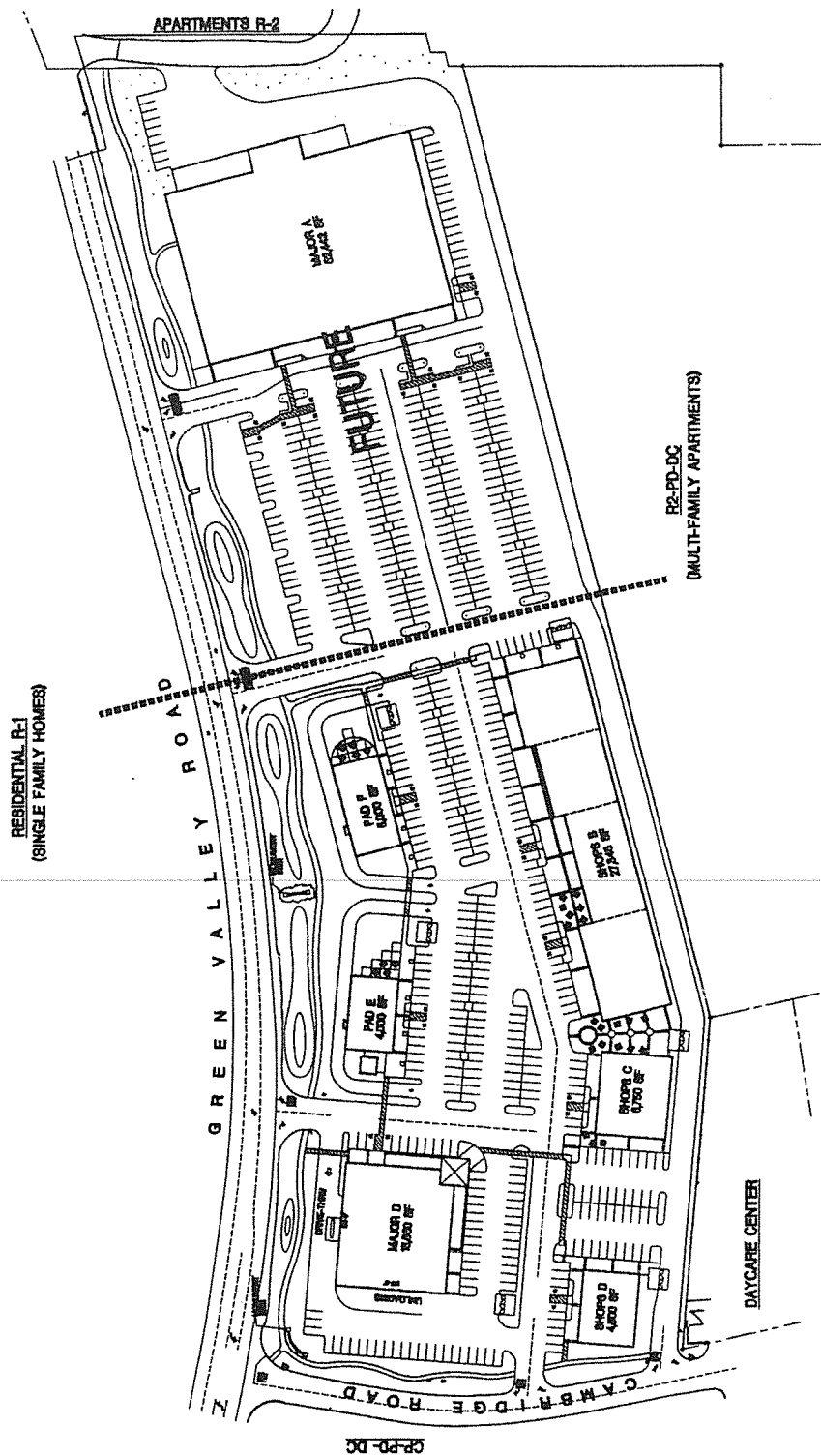


FIGURE 2 SITE PLAN
TRAFFIC IMPACT STUDY
Green Valley Station Project
El Dorado County

Study scenarios- The traffic impact study incorporate the following scenarios:

1. **Existing-** Evaluation of existing traffic conditions.
2. **Existing Plus Project-** Evaluation of traffic conditions at the existing plus the project.
3. **Cumulative Plus Project conditions-** Evaluation of traffic conditions at the General Plan Build out plus the project.

The study includes analysis of weekday AM and PM peak hours at the following intersections:

1. Green Valley Road/Cambridge;
2. Green Valley Road/Cameron park;
3. Cameron Park Blvd. and Oxford;
4. Cameron Park Drive and Meder Road;
5. Cameron Park Drive and Mira Loma

EXISTING CONDITIONS

A. Existing Land Use

The existing parcel is currently vacant and is designated as C-PD in the County's General Plan. The project is in conformance with the existing land use designation.

B. Roadway Network

The proposed project site and its surrounding vicinity are shown in Figure 1. Important roads serving the project are discussed in the following paragraphs:

Cameron Park Drive- is a two-lane north-south collector that connects Green Valley Road to the north and US 50 to the south.

Cameron Park Drive currently carries an average daily traffic that ranges between 25,000 vehicles at US 50 and 10,000 vehicles at Green Valley Road.

Major intersections are controlled by traffic signals; two-way or all-way stop signs control all other intersections to the south of Green Valley.

According to the County Department Of Transportation staff there is a plan to improve the intersection of Cameron Park Drive and Meder Road and to install a new traffic signal. These improvements would be completed prior to construction of this project.

Cambridge Drive is a two-lane north-south winding neighborhood collector that connects Green Valley Road to the north and US 50 to the south. The land use along Cambridge Road is residential.

Cambridge road currently carries an average daily traffic that ranges between 8,500 vehicles at the US 50 and 4,500 vehicles at Green Valley Road. The posted speed limit is 35 mph along Cambridge Road.

There is a plan to install a traffic signal at the intersection of Green Valley Road and Cambridge Drive prior to construction of this project.

Green Valley Road is a major two-lane arterial that serves the area to the east of Cameron Park to Sacramento County to the west. Green Valley Road carries an average daily traffic of 11,000 vehicles in the vicinity of the project.

Residents to the north and the immediate south of Green Valley Road are using this roadway as a by-pass to US 50 during the commute hours. The posted speed limit on green valley is 50 mph along the project site.

C. Traffic Volume

The existing traffic volume counts for the roadway sections are obtained from the El Dorado County Department Of Transportation (DOT). We have also collected new traffic turning movement counts at the intersections of Cameron Park Drive/Green Valley Road and Cambridge Road/Green Valley Road. The existing a.m. and (p.m.) peak hour volumes are shown in Figure 3. Figure 4 shows the existing lane configuration at the study intersections.

D. Intersection Levels of Service

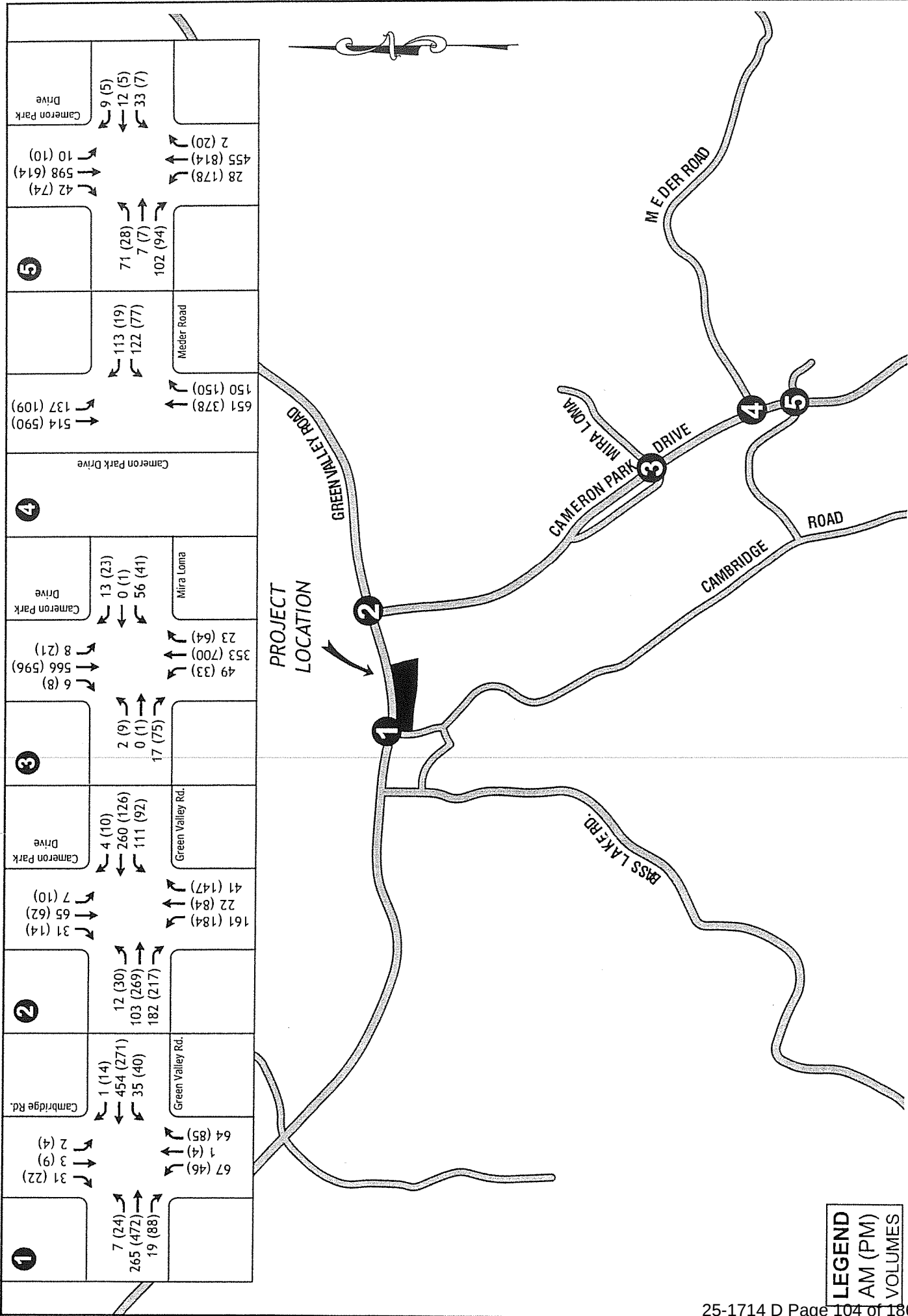
The study utilizes the Highway Capacity Manual Methodology for the analysis of signalized and un-signalized intersection. The operational method was used for signalized intersections.

Results of the intersection analysis are summarized in Table 1. Detailed calculations are contained in Appendix "B".

TABLE 2- EXISTING CONDITIONS AT STUDY INTERSECTIONS

INTERSECTION	PEAK	COUNT DATE	Delay in (seconds)	LOS
Green Valley Rd/Cambridge. (Future signalization)	AM	2004	17.8	B
	PM	2004	19.8	B
Green Valley Rd/Cameron Park (Signalized)	AM	2004	31.0	C
	PM	2004	49.7	D
Cameron Park/Mira Loma (Two-way stop)	AM	2002	35.2 (W/B)	E
			14.4 (E/B)	B
	PM	2002	102.6 (W/B)	F
			20.2 (E/B)	C
Cameron Park/Meder Rd (Two-way stop)	AM	2002	14.6	A
	PM	2002	18.6	B
Cameron Park/Oxford (Two-way stop)	AM	2002	44.4 (W/B)	E
			37.7 (E/B)	E
	PM	2002	133.9 (W/B)	F
			163.4 (E/B)	F

Table1 indicates that the intersections of Green Valley and Cambridge and Cameron Park Drive are operating at level-of-service "C" or better during both a.m. and p.m. peak hours. The westbound approach at the intersection of Cameron Park and Mira Loma operates at level-of-service "F" during the pm peak because of high volume on Cameron Park and lack of sufficient gap for the westbound left turning vehicles. Preliminary analysis indicates that this intersection is not warranted for a traffic signal control because of low traffic volume on Mira Loma. The same conditions exist at the other un-signalized intersections. The County DOT has a project to install a traffic signal at the intersection of Meder Road at Cameron Park Drive. The operation at this intersection would be greatly improved after the traffic signal is installed.



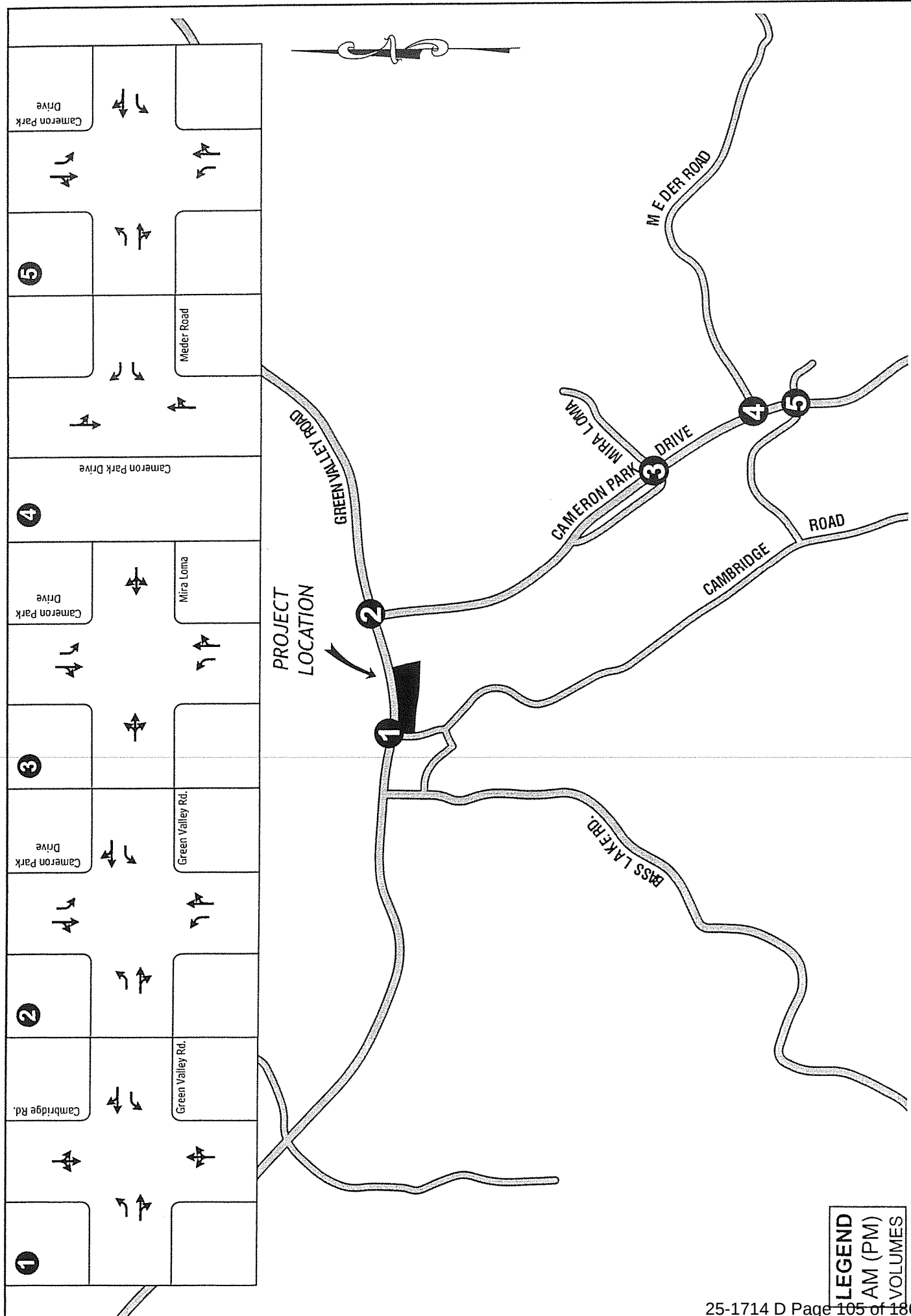


FIGURE 4 EXISTING LANE CONFIGURATION
TRAFFIC IMPACT STUDY
Green Valley Station Project
El Dorado County

PROJECT CONDITION

A. Project Setting

The project would be located on 12.94 acre of vacant land and is bounded by Green Valley Road to the north, Cambridge Drive to the west, residential area to the south, and proposed new residential area to the east in Cameron Park.

Major land use in the vicinity of the project site is residential; there is a new self-storage, which is recently constructed to the west of project site, and an existing strip retail center at the southwest corner of Green Valley Road and Cameron Park Drive which is to the east of the site.

B. Projects Description

The proposed project consist of 56,000 square feet of major market store, two 4,000 square feet of drive true restaurants, 15,000 square feet of Jr. Major retail, and 38,500 square feet of retail shops. (See Figure 2)

As an alternative to the major market store the applicant might replace the market store with office park of the same size see trip generation table in appendix 1A. Based on the information provided in the trip generation table for the office park the number of trips is much less than the existing proposed project. Therefore this study assumes the worst condition and would analyze the impact based on the development of 56,000 square feet of major market store.

Even though there is a strip retail center to the east of the project site there are no major market store within 3 miles radius of the project site. Residents have to travel south on Cameron Park Drive, Cambridge Drive, and Bass Lake Road for grocery shopping at Cameron Park Drive and US 50 Overcrossing.

C. Site Access and Parking,

The access on to the site is proposed via five driveways, three from Green Valley Road, two from Cambridge Drive, and possibly an ingress service entrance only from the new proposed Winterhaven Drive. This driveway would be used for truck delivery only. We estimate about four to six trucks per week that would use this driveway.

The project is providing for 654 parking stalls, which is 27 stalls more than what is required.

D. Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Handbook, 7th edition is utilized to estimate the trips that would be generated by this development. The study uses individual land uses rather than using the shopping center rates because it would produce more realistic trip rates for shopping center of this size. Based on the logistic of the project the study assumes that 25% of project trips are pass-by trips and 10% are shared trips. The pass-by trips are considered as those trips that are made while traveling on that street for other purposes. Table 3 presents the summary of trip generation.

TABLE 3- TRIP GENERATION AND DISTRIBUTION FOR THE PROPOSED PROJECT

Component	Daily Trips	AM Peak Hour			PM Peak Hour		
		In 51%	Out 49%	Total 100%	In 52%	Out 48%	Total 100%
FAST FOOD RESTAURANT (8,000 SQ. FT.) (496.12 daily trips/1K sq. ft.) (53.11 AM trips/1k sq. ft.) (34.64 PM trips/1k sq. ft.)	3,970	217	208	425	144	133	277
SUPERMARKET (56,000 sq. ft.) (102.24 daily trips/1k sq. ft.) (3.25 AM trips/1k sq. ft.) (10.45 PM trips/1k sq. ft.)	Daily Trips 5,725	In 61% 111	Out 39% 71	Total 100% 182	In 51% 298	Out 49% 287	Total 100% 585
SPECIALTY RETAIL (38,500 sq. ft.) (44.32 daily trips/1k sq. ft.) (2.71 PM trips/1k sq. ft.)	Daily Trips 1706				In 44% 46	Out 56% 58	Total 100% 104
DISCOUNT STORE (15,000 sq. ft.) (56.02 daily trips/1k sq. ft.) (0.84 AM trips/1k sq. ft.) (5.06 PM trips/1k sq. ft.)	Daily Trips 840	In 68% 9	Out 32% 4	Total 100% 13	In 50% 38	Out 50% 38	Total 100% 76
Sub-Total	12,241	337	283	620	526	516	1042
Pass-By Trips (25%)	-3,060	-84	-70	-154	-131	-129	-260
Total new trips before shared trips reduction	9,181	253	213	466	395	387	782
Multi-Trip Reduction (10%)	-918	-25	-21	-46	-39	-39	-78
Net New Trips	8,263	228	192	420	353	348	701

Table 3 indicates that the project would generate an average of 8,263 new trips during a weekday, 420 trips during the am peak and 701 trips during the pm peak hours. The specialty retails does not generate any a.m. peak trips because they are not open during the a.m. peak hour.

It should be noted that the proposed project is not a regional shopping center and does not attract any regional trips (i.e. from US 50).

E. Trip Distribution Methodology

Since there are no other shopping centers that include a major grocery store within a 3-miles radius, the project trips are distributed and assigned to the street network based on the trip production zones. Each zone produces trips based on the housing density, trip length, and convenience.

Based on the study of the area the following macro trip distribution are assumed:

- 25 percent of trips are to and from north of Green Valley Road;
- 15 percent of trips are to and from the east;
- 5 percent are to and from west of Bass Lake Road, and
- 55 percent are to and from the south

Figure 5 shows the a.m. and p.m. peak hour's trip distribution percentage and Figure 6 presents the project trips assignments.

Figure 5 shows that 15% of generated trips are from and to Cameron Park Drive, 20% to and from Cambridge Road, and 20% to and from Bass Lake Road.

F. Project Level of Service

This section evaluates the operation level (Levels-of -Service) at the study intersections for the existing plus project trips. Figure 7 shows the existing plus project traffic volumes at the study intersections and Figure 8 presents the project traffic volume at the proposed driveways.

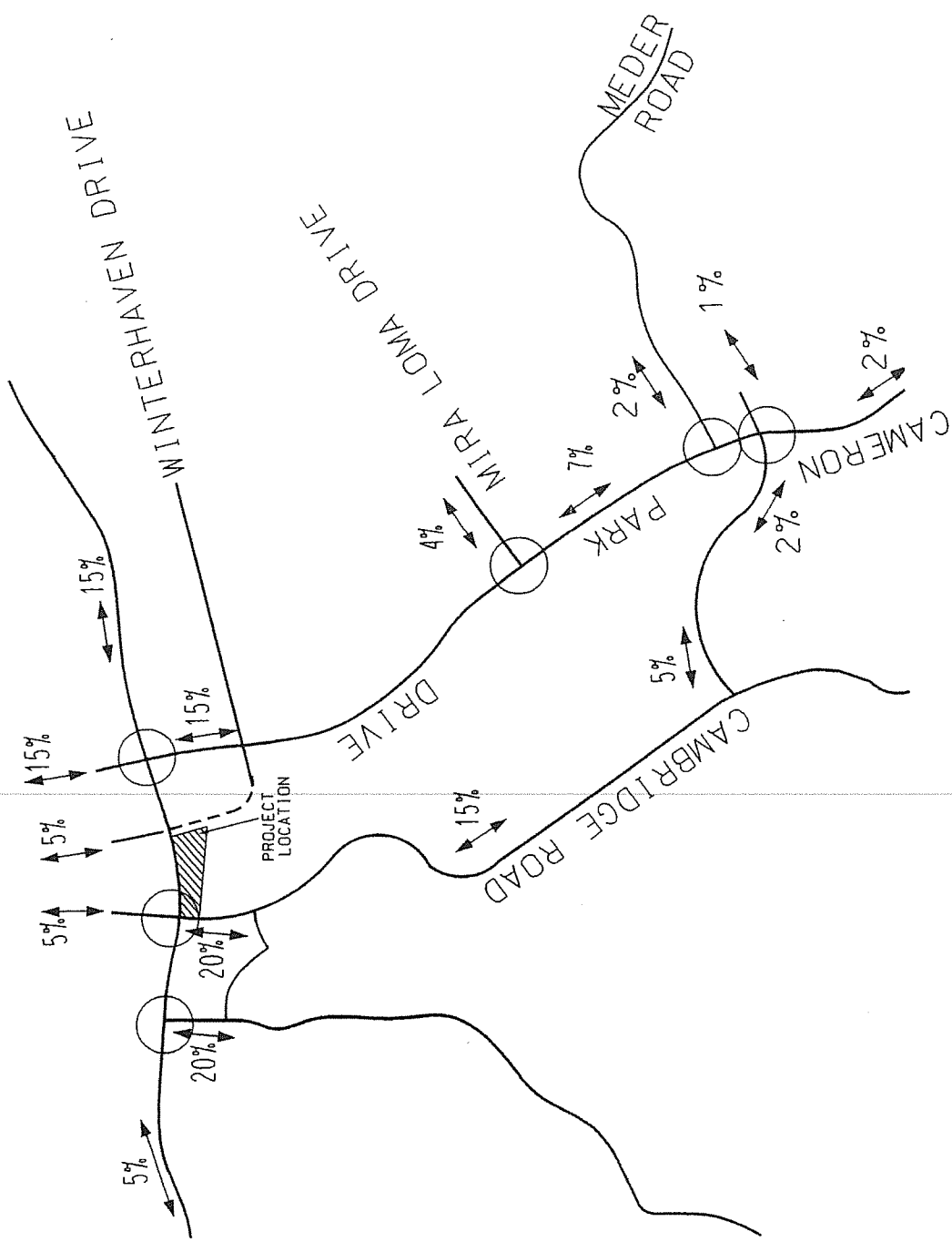
We conducted a warrant study for the peak hour traffic at the Main Driveway entrance at Green Valley Road for a possible traffic signal, however based on the low number of Vehicles at this driveway it does not meet the warrant for traffic signal installation.

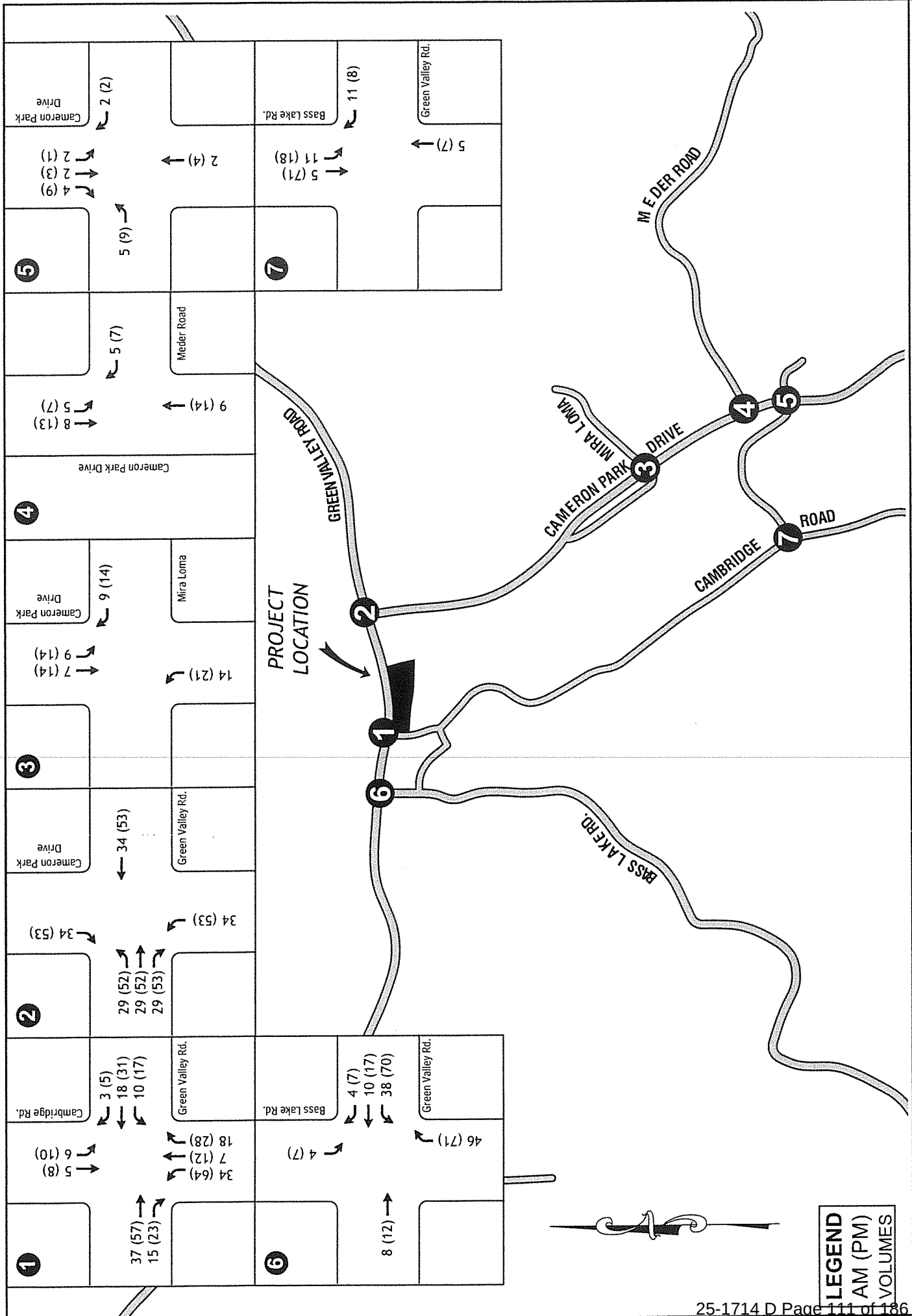
Results of the intersection analysis are summarized in Table 4. Detailed calculations are contained in Appendix "C".

TABLE 4- EXISTING PLUS PROJECT CONDITIONS AT STUDY INTERSECTIONS

INTERSECTION	PEAK	COUNT DATE	Delay in (seconds)	LOS
Green Valley Rd/Cambridge. (Signalized)	AM	2004	17.8	B
	PM	2004	19.8	B
Green Valley Rd/Cameron Park (Signalized)	AM	2004	31.0	C
	PM	2004	29.2	C
Cameron Park/Mira Loma (Two-way stop)	AM	2002	37.0 (W/B)	E
			14.5 (E/B)	B
	PM	2002	125.9 (W/B)	F
			23.1 (E/B)	C
Cameron Park/Meder Rd (Signalized)	AM	2002	65.7	B
	PM	2002	82.6	B
Cameron Park/Oxford (Signalized)	AM	2002	8.0	A
	PM	2002	8.1	A

Table 4 indicates that the intersection of Green Valley and Cambridge would continue to operate at level-of-service "C" or better during both am and pm peak hours. The intersection of Green Valley Road and Cameron Park would operate at level-of service "C" during the am and "D" during the pm peak, which is an acceptable level-of-service. The stop control approaches at all other intersections would continue to operate at level-of-service "E" and "F".





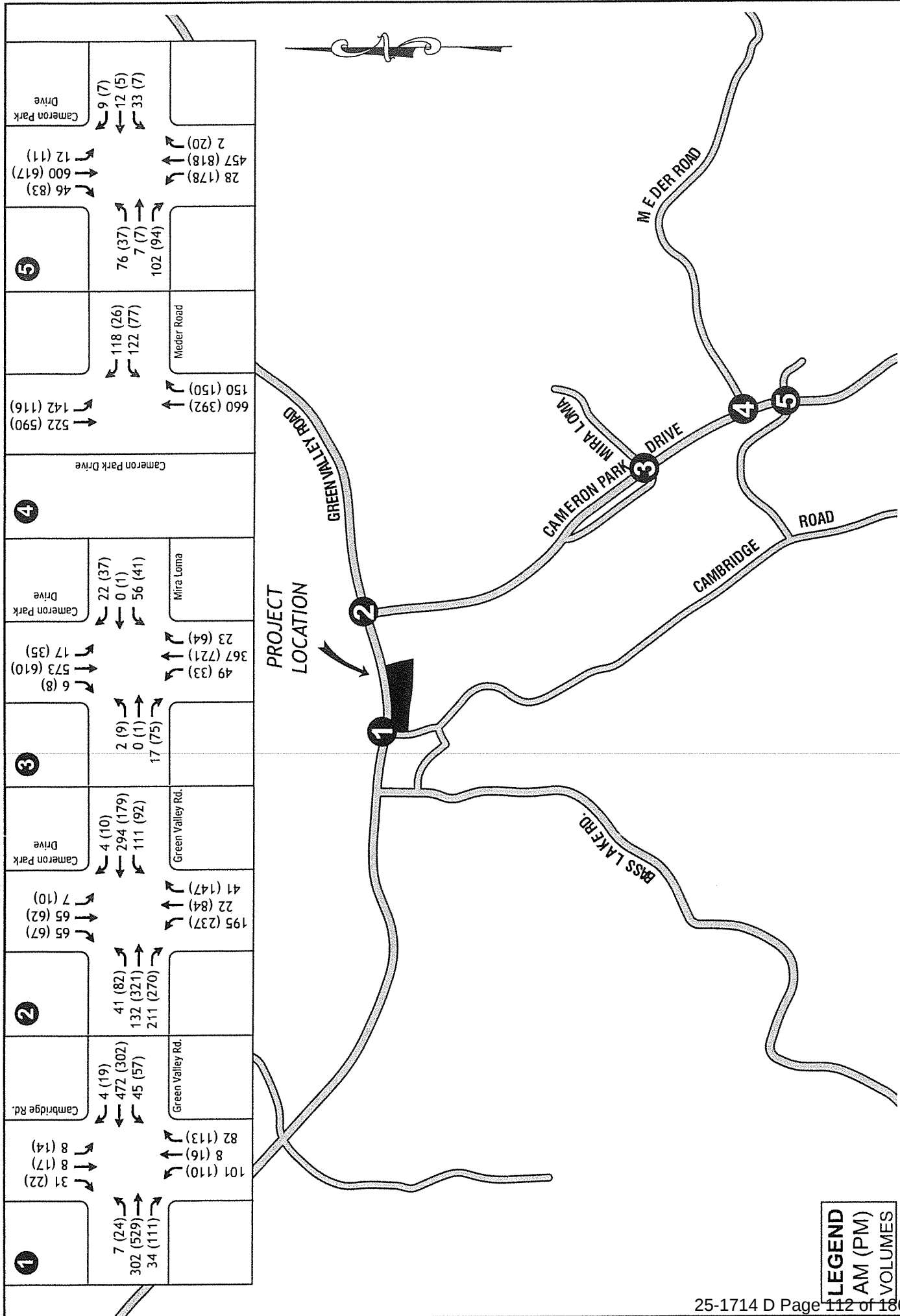


FIGURE 7 EXISTING PLUS PROJECT AM (PM) PEAK HOUR TRAFFIC VOLUMES

TRAFFIC IMPACT STUDY

Green Valley Station Project

El Dorado County

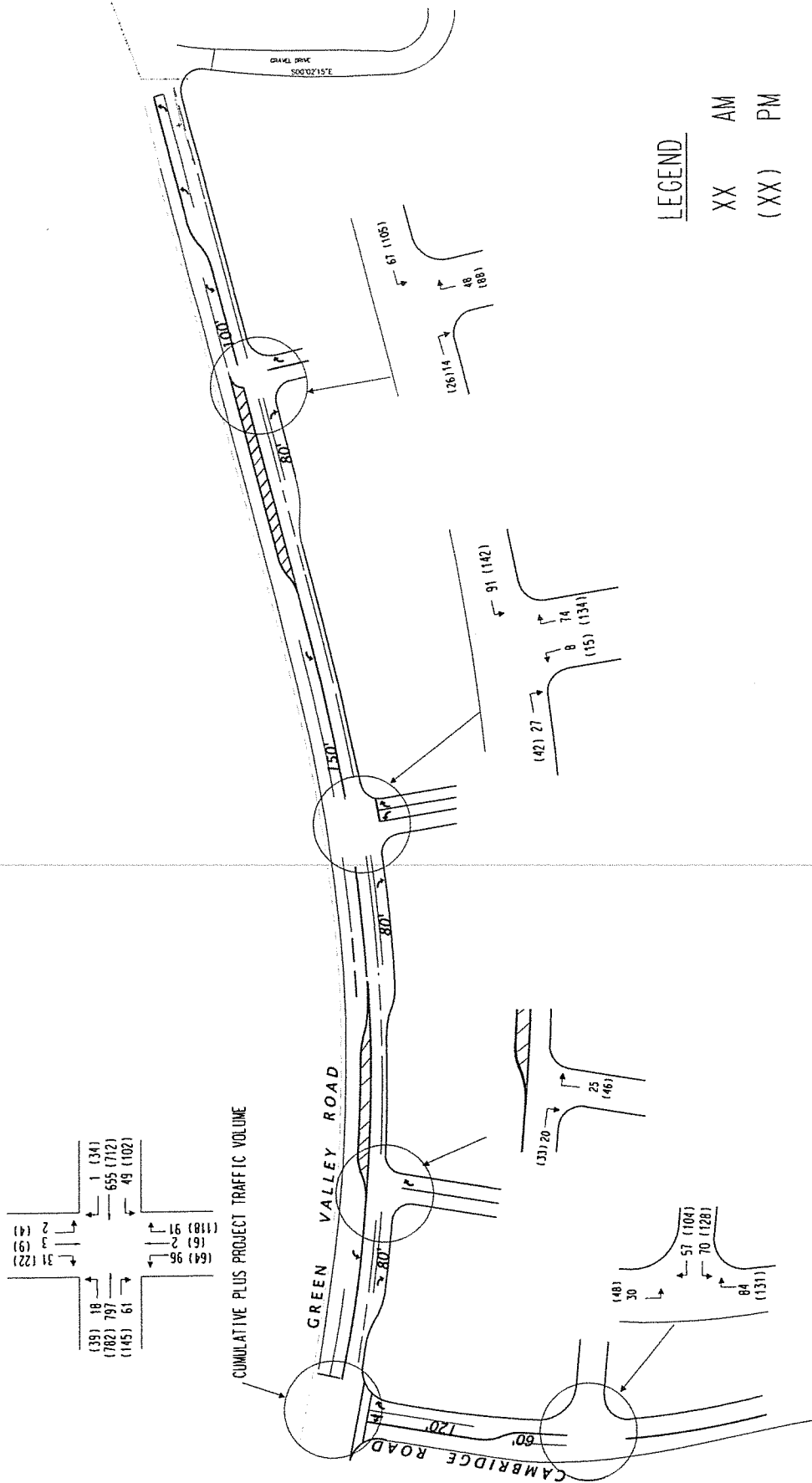


FIGURE 8- PROJECT TRIPS ASSIGNMENT TO THE DRIVEWAYS AND TURN LANE LENGTH RECOMMENDATION
(NO REDUCTION FOR PASS-BY OR SHARED TRIPS IS CONSIDERED)

Farhad and Associates
 Transportation - Traffic - Civil Engineering
 2010 Mitchell Drive, Suite 100
 Walnut Creek, CA 94590
 (925) 938-8187 Fax (925) 945-7966

CUMULATIVE CONDITIONS

Cumulative project impacts are considered to be addressed with payment of applicable development fees. As a result, a cumulative conditions analysis of the study intersections is not needed.

CONCLUSION AND RECOMMENDATIONS

The analysis indicates that the project would generate approximately 8,200 trips during an average weekday, 420 trips during the a.m. peak and 701 trips during the p.m. peak hours.

The study of the area indicates that the nearest major market store is at least 3 miles away from the project site. Presently residents in the vicinity of project are traveling south on Cameron Park Drive, Cambridge Drive, and Bass Lake Drive to do their grocery shopping at the corner of Cameron Park and US 50. See figure 1. Since this project is not of regional significant and would be used only by local residents, the project trips are merely a change in traffic movements and directions (diverted trips). For example, residents to the east of Cameron Park Drive and Cambridge Drive who used to go south to do their grocery shopping on Cameron Park Drive and US 50 would instead go north to shop at the new shopping center. Even though the project trips would increase traffic on Cameron Park Drive and Cambridge Drive to the north of Oxford there would be a reduction of traffic to the south of Oxford.

Based on our previous studies of the area it is clear that all intersections in the vicinity of US 50 overcrossing are congested during the peak hours and on weekends and are approaching to operating at capacity; any reduction of traffic volume would improve the operation at those intersections. We believe this project would reduce the overall traffic at the intersection of Cameron Park and Country Club Drive by approximately 30%. The reason is that residents who live along Cameron Park Drive and Cambridge Road to the north of Oxford Drive, and those who live to the east of Bass Lake Road have an alternative shopping center to drive to and avoid the congested area around the US 50 overcrossing.

It is our belief that traffic volume would be dropped on Cameron Park Drive and Cambridge Road south of Oxford Drive, and would be increased on both street sections north of Oxford Drive. Like wise traffic volume would be reduced on Country Club Drive east of Bass Lake Road and would be increased on northbound Bass Lake Road. This directional shift would create a more balance distribution of traffic along all north south street networks.

However, for the purpose of this study we assumed the worst conditions and added all of the project trips as new and are in addition to the existing trips and level-of-services are calculated based on this assumption. The comparison of the existing conditions level-of-service and existing plus project conditions indicates that the project would lower the level-of-service at the intersection Green Valley Road and Cameron Park Drive from "C" with 34 seconds delay to "D" with 50 seconds during pm peak, no changes in level-of-service during the am peak would occur.

Analysis indicates that currently the majority of stop-controlled intersections along Cameron Park Drive are operating at level-of-service "F" during either am or pm peaks or both with or without the project. Cameron Park Drive and Mira Loma is operating at level-of-service "F" (94 seconds delay) during pm peak for the westbound left-turning movements (41 vehicles) because of lack of sufficient available gap on Cameron Park, for the existing plus project conditions with no changes in the number of left-turning vehicles the delay is 103 seconds because of additional

vehicles on Cameron Park. The same conclusion can be drawn for other un-signalized intersection along Cameron Park Drive. However, the intersections are not warranted for traffic signal control based on the volume or accidents at this time.

The intersections of Cameron Park Drive at Meder Road and Oxford are currently controlled by stop sign and operating at level-of-service "F" during both a.m. and p.m. peak. The El Dorado County has plans to install a traffic signal at both intersections prior to the construction of this center. The level-of-service at the intersection of Meder Road after the installation of traffic signal would be improved to "B" during both a.m. and p.m. peaks and at the intersection of Oxford would be "A" with and without the project.

Based on our analysis we recommend that the project should complete the following improvements to improve the traffic operation on Green Valley Road along the project site and to improve the operation at the intersection of Cambridge and Green Valley road:

4. Provide right turn lanes for eastbound traffic from Green Valley onto the site at all driveways (see figure 8);
5. Widen Cambridge Drive between the proposed driveway onto the site and the intersection of Green Valley Road to provide for a northbound right turn lane from Cambridge onto Green Valley Road (see figure 8);
6. Re-stripe Green Valley Road to provide for a westbound left turn lane onto the site at the two easterly driveways (see figure 8).

Figure 8 present the proposed roadway improvements. We believe the above improvements would improve the traffic operation and safety on this section of Green Valley Road.

APPENDIX “A”
Existing Traffic Volume Counts

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: **July 23, 2003**

Count Station:	1800002	Counter ID:	31
City/Town:	Cameron Park	Mile Post:	6.83
Road Name:	Green Valley Rd	Location:	100 yds W of Cameron Park Dr
Lanes:	2	Direction:	EASTBOUND

Date	27	28	29	23	24	25	26	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	74	49	35	53	48	65	80	58	50
200	55	24	21	21	24	28	42	31	24
300	23	8	11	15	12	14	24	15	12
400	18	8	6	10	5	9	21	11	8
500	16	13	13	9	16	12	13	13	13
600	14	51	45	45	50	56	15	39	49
700	46	103	118	101	98	93	73	90	103
800	73	208	236	229	235	216	137	191	225
900	140	281	291	316	309	283	199	260	296
1000	219	245	221	272	248	245	283	248	246
1100	261	256	255	287	258	252	309	268	262
1200	243	289	274	347	284	329	316	297	305
1300	276	351	322	344	342	331	338	329	338
1400	292	315	281	322	341	353	291	314	322
1500	290	398	397	402	395	411	308	372	401
1600	267	396	496	473	461	467	310	410	459
1700	304	479	514	484	500	514	311	444	498
1800	283	553	536	554	559	605	320	487	561
1900	255	409	419	453	434	441	296	387	431
2000	244	276	280	309	345	320	249	289	306
2100	211	261	258	230	284	263	251	251	259
2200	164	233	205	223	213	231	232	214	221
2300	122	117	111	138	192	181	148	144	148
2400	66	78	67	79	69	135	143	91	86
Totals	3956	5401	5412	5716	5722	5854	4709	5253	5621
AM Peak Hr	11:00	12:00	9:00	12:00	9:00	12:00	12:00	12:00	12:00
AM Count	261	289	291	347	309	329	316	297	305
PM Peak Hr	5:00	6:00	6:00	6:00	6:00	6:00	1:00	6:00	6:00
PM Count	304	553	536	554	559	605	338	487	561

TOTAL ADT: 10,518

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: July 23, 2003

Count Station:	1800002	Counter ID:	31
City/Town:	Cameron Park	Mile Post:	6.83
Road Name:	Green Valley Rd	Location:	100 yds W of Cameron Park Dr
Lanes:	2	Direction:	WESTBOUND

Date	27	28	29	23	24	25	26	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	34	31	43	24	29	28	41	33	31
200	32	13	12	10	17	13	30	18	13
300	24	5	8	5	8	6	11	10	6
400	5	9	12	10	9	10	13	10	10
500	8	18	23	29	29	21	12	20	24
600	35	156	167	164	165	179	59	132	166
700	58	348	375	394	417	342	99	290	375
800	93	436	454	458	448	415	166	353	442
900	172	349	346	432	400	379	220	328	381
1000	210	318	274	358	261	311	294	289	304
1100	290	298	241	312	268	261	296	281	276
1200	311	252	251	272	289	261	301	277	265
1300	282	293	305	356	299	277	296	301	306
1400	292	253	256	261	266	297	274	271	267
1500	279	274	287	260	296	276	259	276	279
1600	235	224	281	282	250	278	262	259	263
1700	225	267	271	273	316	274	261	270	280
1800	221	311	331	307	336	320	274	300	321
1900	194	248	231	256	248	282	250	244	253
2000	181	196	199	214	195	220	185	199	205
2100	170	178	146	172	163	172	204	172	166
2200	146	136	117	120	141	146	144	136	132
2300	72	84	68	73	78	95	118	84	80
2400	40	47	47	32	46	85	65	52	51
Totals	3609	4744	4745	5074	4974	4948	4134	4604	4897
AM Peak Hr	12:00	8:00	8:00	8:00	8:00	8:00	12:00	8:00	8:00
AM Count	311	436	454	458	448	415	301	353	442
PM Peak Hr	2:00	6:00	6:00	1:00	6:00	6:00	1:00	1:00	6:00
PM Count	292	311	331	356	336	320	296	301	321

TOTAL ADT: 10,518

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: January 24, 2003

Count Station:	1800002	Counter ID:	37
City/Town:	Cameron Park	Mile Post:	6.83
Road Name:	Green Valley Rd	Location:	100 yds W of Cameron Park Dr
Lanes:	2	Direction:	WESTBOUND

Date	26	27	28	29	30	24	25	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	39	12	12	18	11	17	34	20	14
200	13	9	9	7	3	7	18	9	7
300	9	5	2	5	2	4	9	5	4
400	6	8	5	5	9	11	5	7	8
500	10	24	25	24	29	30	17	23	26
600	25	149	157	156	148	138	47	117	150
700	70	511	547	564	585	489	100	409	539
800	86	594	639	651	626	584	145	475	619
900	174	439	467	468	445	462	209	381	456
1000	180	328	321	319	320	310	285	295	320
1100	238	248	245	254	271	292	331	268	262
1200	285	275	274	298	276	277	336	289	280
1300	338	282	272	255	288	303	302	291	280
1400	334	294	302	295	305	306	286	303	300
1500	331	257	282	309	307	282	308	297	287
1600	229	359	345	341	350	395	275	328	358
1700	161	309	333	364	339	299	277	297	329
1800	148	312	329	357	343	342	304	305	337
1900	123	228	269	245	302	286	239	242	266
2000	230	139	157	165	189	209	135	175	172
2100	194	113	116	130	152	137	100	135	130
2200	101	70	83	84	92	121	98	93	90
2300	40	41	42	45	48	77	60	50	51
2400	26	26	18	23	47	52	57	36	33
Totals	3390	5032	5251	5382	5487	5430	3977	4850	5316
AM Peak Hr	12:00	8:00	8:00	8:00	8:00	8:00	12:00	8:00	8:00
AM Count	285	594	639	651	626	584	336	475	619
PM Peak Hr	1:00	4:00	4:00	5:00	4:00	4:00	3:00	4:00	4:00
PM Count	338	359	345	364	350	395	308	328	358

TOTAL ADT: 11,125

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: January 24, 2003

Count Station:	1800002	Counter ID:	37
City/Town:	Cameron Park	Mile Post:	6.8
Road Name:	Green Valley Rd	Location:	100 yds W of Cameron Park Dr
Lanes:	2	Direction:	EASTBOUND

Date	26	27	28	29	30	24	25	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	79	22	30	29	18	22	57	37	24
200	27	9	13	6	10	14	41	17	10
300	24	4	7	8	13	9	20	12	8
400	20	12	6	7	10	7	12	11	8
500	8	12	15	16	10	16	19	14	14
600	14	28	24	24	25	30	24	24	26
700	40	132	117	118	123	118	47	99	122
800	76	347	332	318	325	374	99	267	339
900	129	401	390	405	383	385	169	323	393
1000	214	249	236	283	253	255	250	249	255
1100	266	212	223	250	231	260	289	247	235
1200	250	298	286	299	295	317	299	292	299
1300	342	315	300	316	337	310	297	317	316
1400	401	292	304	271	316	335	336	322	304
1500	430	479	455	465	506	520	331	455	485
1600	294	539	647	592	578	619	368	520	595
1700	204	601	610	638	576	607	376	516	606
1800	197	557	628	617	592	554	394	506	590
1900	177	406	468	484	396	451	283	381	441
2000	238	238	240	248	236	256	206	237	244
2100	226	162	194	209	160	188	136	182	183
2200	130	138	134	165	132	195	148	149	153
2300	59	101	104	83	83	138	124	99	102
2400	53	39	48	49	45	110	99	63	58
Totals	3898	5593	5811	5900	5653	6090	4424	5338	5809
AM Peak Hr	11:00	9:00	9:00	9:00	9:00	9:00	12:00	9:00	9:00
AM Count	266	401	390	405	383	385	299	323	393
PM Peak Hr	3:00	5:00	4:00	5:00	6:00	4:00	6:00	4:00	5:00
PM Count	430	601	647	638	592	619	394	520	606

TOTAL ADT: 11,125

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: February 10, 2003

Count Station:	1700002	Counter ID:	TLS-2
City/Town:	Cameron Park	Mile Post:	6.24
Road Name:	Green Valley Rd	Location:	150 ft E of Bass Lake Rd
Lanes:	2	Direction:	EASTBOUND

Date	16	10	11	12	13	14	15	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	49	23	31	26	18	32	63	35	26
200	30	10	9	6	11	17	24	15	11
300	22	6	9	11	8	11	18	12	9
400	7	8	3	8	6	6	12	7	6
500	7	13	9	8	5	1	6	7	7
600	3	18	29	22	22	24	9	18	23
700	35	97	97	101	109	98	39	82	100
800	62	317	306	279	283	163	89	214	270
900	107	334	348	361	351	208	133	263	320
1000	173	212	218	254	210	214	196	211	222
1100	205	233	210	241	186	257	267	228	225
1200	257	307	314	292	281	312	274	291	301
1300	266	320	292	325	344	342	324	316	325
1400	319	332	294	299	382	358	337	332	333
1500	338	521	464	419	469	412	335	423	457
1600	327	605	659	612	577	529	350	523	596
1700	364	640	631	631	578	674	404	560	631
1800	314	629	601	588	592	622	344	527	606
1900	244	451	496	483	441	434	265	402	461
2000	170	252	265	257	238	218	190	227	246
2100	158	151	199	178	194	169	195	178	178
2200	91	153	196	183	195	171	155	163	180
2300	91	78	122	97	117	146	135	112	112
2400	57	46	49	24	87	109	105	68	63
Totals	3696	5756	5851	5705	5704	5527	4269	5215	5709
AM Peak Hr	12:00	9:00	9:00	9:00	9:00	12:00	12:00	12:00	9:00
AM Count	257	334	348	361	351	312	274	291	320
PM Peak Hr	5:00	5:00	4:00	5:00	6:00	5:00	5:00	5:00	5:00
PM Count	364	640	659	631	592	674	404	560	631

TOTAL ADT: 10,930

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: February 10, 2003

Count Station:	1700002	Counter ID:	TLS-2
City/Town:	Cameron Park	Mile Post:	6.24
Road Name:	Green Valley Rd	Location:	150 ft E of Bass Lake Rd
Lanes:	2	Direction:	WESTBOUND

Date	16	10	11	12	13	14	15	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	22	12	8	5	6	10	33	14	8
200	9	3	2	0	5	3	16	5	3
300	13	6	4	5	7	7	5	7	6
400	4	9	12	13	9	6	8	9	10
500	6	27	27	21	26	27	12	21	26
600	31	148	170	148	150	142	43	119	152
700	36	579	639	545	564	512	97	425	568
800	88	664	716	650	680	451	153	486	632
900	170	440	475	498	494	366	223	381	455
1000	197	339	323	325	317	312	310	303	323
1100	278	285	288	281	254	330	314	290	288
1200	368	305	272	283	266	324	355	310	290
1300	268	294	257	266	336	320	325	295	295
1400	250	304	295	282	279	278	316	286	288
1500	253	293	299	321	272	281	280	286	293
1600	261	346	335	313	368	310	281	316	334
1700	249	279	309	297	298	318	276	289	300
1800	217	332	322	343	319	289	232	293	321
1900	172	223	257	213	259	255	223	229	241
2000	125	135	146	151	130	158	160	144	144
2100	106	92	108	108	108	93	93	101	102
2200	88	61	55	103	79	95	94	82	79
2300	42	50	53	38	47	47	50	47	47
2400	34	15	21	0	23	30	36	23	18
Totals	3287	5241	5393	5209	5296	4964	3935	4761	5221
AM Peak Hr	12:00	8:00	8:00	8:00	8:00	7:00	12:00	8:00	8:00
AM Count	368	664	716	650	680	512	355	486	632
PM Peak Hr	1:00	4:00	4:00	6:00	4:00	1:00	1:00	4:00	4:00
PM Count	268	346	335	343	368	320	325	316	334

TOTAL ADT: 10,930

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: July 29, 2003

Count Station:	1700002	Counter ID:	TLS-1
City/Town:	Cameron Park	Mile Post:	6.24
Road Name:	Green Valley Rd	Location:	150 ft E of Bass Lake Rd
Lanes:	2	Direction:	WESTBOUND

Date	3	4	29	30	31	1	2	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	34	32	32	24	20	15	33	27	25
200	20	16	8	11	10	9	16	13	11
300	16	6	8	3	8	9	13	9	7
400	10	14	14	8	14	13	7	11	13
500	9	27	31	36	32	30	20	26	31
600	34	176	182	176	191	187	69	145	182
700	73	390	438	420	389	374	97	312	402
800	114	429	486	521	466	451	126	370	471
900	178	363	346	388	375	391	201	320	373
1000	190	295	289	299	290	308	254	275	296
1100	286	256	258	295	283	293	304	282	277
1200	329	292	255	279	304	314	301	296	289
1300	298	294	310	346	306	302	308	309	312
1400	318	238	254	276	269	294	306	279	266
1500	240	254	276	279	248	285	240	260	268
1600	261	265	245	266	283	261	293	268	264
1700	249	270	263	305	277	292	248	272	281
1800	243	303	314	413	292	330	244	306	330
1900	216	233	206	264	248	246	230	235	239
2000	177	181	180	181	183	193	165	180	184
2100	160	149	145	160	121	151	168	151	145
2200	116	94	89	97	94	86	126	100	92
2300	55	55	68	55	42	81	74	61	60
2400	41	30	35	32	0	43	56	34	28
Totals	3667	4662	4732	5134	4745	4958	3899	4542	4846
AM Peak Hr	12:00	8:00	8:00	8:00	8:00	8:00	11:00	8:00	8:00
AM Count	329	429	486	521	466	451	304	370	471
PM Peak Hr	2:00	6:00	6:00	6:00	1:00	6:00	1:00	1:00	6:00
PM Count	318	303	314	413	306	330	308	309	330

TOTAL ADT: 10,219

EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION

Count Summary Beginning: July 29, 2003

Count Station:	1700002	Counter ID:	TLS-1
City/Town:	Cameron Park	Mile Post:	6.24
Road Name:	Green Valley Rd	Location:	150 ft E of Bass Lake Rd
Lanes:	2	Direction:	EASTBOUND

Date	3	4	29	30	31	1	2	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	69	33	35	40	43	41	74	48	38
200	53	25	18	22	26	27	37	30	24
300	24	12	12	10	9	12	27	15	11
400	9	6	7	5	6	6	13	7	6
500	11	14	10	12	15	19	12	13	14
600	12	28	36	34	40	36	21	30	35
700	41	97	98	89	88	95	49	80	93
800	70	170	208	209	199	197	95	164	197
900	104	193	259	276	250	248	139	210	245
1000	178	180	199	233	222	233	184	204	213
1100	216	220	254	231	252	258	253	241	243
1200	257	299	252	279	286	272	289	276	278
1300	262	335	325	340	307	345	283	314	330
1400	297	275	268	313	314	329	309	301	300
1500	309	404	414	376	372	431	331	377	399
1600	337	449	489	483	448	489	371	438	472
1700	246	528	517	550	595	549	326	473	548
1800	316	579	549	605	548	548	330	496	566
1900	240	395	407	408	433	414	291	370	411
2000	245	268	267	319	286	305	245	276	289
2100	259	236	254	284	240	244	257	253	252
2200	167	176	219	222	180	228	194	198	205
2300	131	126	116	127	142	189	147	140	140
2400	68	64	70	69	17	99	127	73	64
Totals	3921	5112	5283	5536	5318	5614	4404	5027	5373
AM Peak Hr	12:00	12:00	9:00	12:00	12:00	12:00	12:00	12:00	12:00
AM Count	257	299	259	279	286	272	289	276	278
PM Peak Hr	4:00	6:00	6:00	6:00	5:00	5:00	4:00	6:00	6:00
PM Count	337	579	549	605	595	549	371	496	566

TOTAL ADT: 10,219

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: November 7, 2003

Count Station:	1500306	Counter ID:	43
City/Town:	Cameron Park	Mile Post:	3.33
Road Name:	Cambridge Rd	Location:	300 ft S of Green Valley Rd
Lanes:	2	Direction:	NORTHBOUND

Date	9	10	11	12	13	7	8	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	23	10	16	3	4	7	25	13	8
200	13	5	7	6	8	11	12	9	7
300	7	3	2	7	2	5	6	5	4
400	5	2	3	4	1	7	3	4	3
500	8	9	9	10	9	5	7	8	8
600	5	20	17	29	34	27	10	20	25
700	18	64	41	80	78	68	22	53	66
800	38	154	80	170	160	152	59	116	143
900	55	131	81	123	140	149	69	107	125
1000	71	130	88	123	140	121	109	112	120
1100	90	82	91	89	102	98	110	95	92
1200	101	116	116	108	104	114	131	113	112
1300	124	103	118	107	116	117	132	117	112
1400	96	114	128	106	129	110	132	116	117
1500	116	148	122	159	167	171	125	144	153
1600	114	228	165	225	222	226	122	186	213
1700	97	205	172	206	210	207	147	178	200
1800	108	197	174	213	214	220	117	178	204
1900	85	160	139	155	140	135	88	129	146
2000	70	82	88	89	88	84	68	81	86
2100	63	64	72	81	70	78	61	70	73
2200	35	54	40	51	64	59	57	51	54
2300	28	36	38	31	37	55	49	39	39
2400	9	24	13	25	23	37	33	23	24
Totals	1379	2141	1820	2200	2262	2263	1694	1966	2137
AM Peak Hr	12:00	8:00	12:00	8:00	8:00	8:00	12:00	8:00	8:00
AM Count	101	154	116	170	160	152	131	116	143
PM Peak Hr	1:00	4:00	6:00	4:00	4:00	4:00	5:00	4:00	4:00
PM Count	124	228	174	225	222	226	147	186	213

TOTAL ADT: 4,491

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: **November 7, 2003**

Count Station:	1500306	Counter ID:	43
City/Town:	Cameron Park	Mile Post:	3.33
Road Name:	Cambridge Rd	Location:	300 ft S of Green Valley Rd
Lanes:	2	Direction:	SOUTHBOUND

Date	9	10	11	12	13	7	8	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	12	7	8	11	6	9	13	9	8
200	21	2	3	7	7	5	8	8	5
300	7	2	6	5	1	2	8	4	3
400	3	3	5	5	9	7	6	5	6
500	3	13	10	14	16	14	6	11	13
600	12	34	23	40	31	26	13	26	31
700	21	114	83	116	133	122	30	88	114
800	24	210	117	254	225	235	71	162	208
900	70	203	129	175	205	189	117	155	180
1000	101	140	122	129	158	145	125	131	139
1100	122	93	140	115	112	109	161	122	114
1200	142	127	119	133	133	115	182	136	125
1300	120	106	140	130	129	136	139	129	128
1400	101	113	119	139	130	133	156	127	127
1500	112	191	127	173	169	163	138	153	165
1600	108	187	146	198	201	227	135	172	192
1700	119	199	157	196	187	199	142	171	188
1800	113	180	190	203	207	206	141	177	197
1900	86	130	126	160	131	126	100	123	135
2000	81	85	85	89	94	91	84	87	89
2100	47	73	80	74	78	86	62	71	78
2200	43	70	50	51	64	59	63	57	59
2300	21	32	20	27	30	52	39	32	32
2400	19	12	17	23	12	33	35	22	19
Totals	1508	2326	2022	2467	2468	2489	1974	2179	2354
AM Peak Hr	12:00	8:00	11:00	8:00	8:00	8:00	12:00	8:00	8:00
AM Count	142	210	140	254	225	235	182	162	208
PM Peak Hr	1:00	5:00	6:00	6:00	6:00	4:00	2:00	6:00	6:00
PM Count	120	199	190	203	207	227	156	177	197

TOTAL ADT: 4,491

EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION

Count Summary Beginning: **November 7, 2003**

Count Station:	1100306	Counter ID:	36
City/Town:	Cameron Park	Mile Post:	0.02
Road Name:	Cambridge Rd	Location:	At US 50 OC
Lanes:	2	Direction:	SOUTHBOUND

Date	9	10	11	12	13	7	8	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	16	9	12	5	6	11	17	11	9
200	18	2	2	7	5	6	9	7	4
300	3	1	2	4	1	4	4	3	2
400	9	6	7	7	8	4	6	7	6
500	5	9	13	17	14	16	6	11	14
600	17	30	16	30	29	29	11	23	27
700	24	164	80	192	181	182	50	125	160
800	56	419	176	433	421	430	140	296	376
900	145	318	218	305	271	269	190	245	276
1000	185	220	200	216	226	228	299	225	218
1100	263	211	232	216	206	230	316	239	219
1200	218	251	221	237	227	216	313	240	230
1300	285	246	248	228	249	255	331	263	245
1400	184	246	228	184	246	212	287	227	223
1500	185	438	213	412	441	414	248	336	384
1600	173	346	228	301	336	313	252	278	305
1700	192	276	277	319	316	327	271	283	303
1800	139	298	248	283	315	341	201	261	297
1900	129	218	185	216	194	192	163	185	201
2000	90	119	110	127	110	101	92	107	113
2100	71	105	96	117	117	76	69	93	102
2200	44	68	53	81	53	53	65	60	62
2300	26	37	26	27	25	41	43	32	31
2400	19	20	10	13	16	41	26	21	20
Totals	2496	4057	3101	3977	4013	3991	3409	3578	3828
AM Peak Hr	11:00	8:00	11:00	8:00	8:00	8:00	11:00	8:00	8:00
AM Count	263	419	232	433	421	430	316	296	376
PM Peak Hr	1:00	3:00	5:00	3:00	3:00	3:00	1:00	3:00	3:00
PM Count	285	438	277	412	441	414	331	336	384

TOTAL ADT: 8,410

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: November 7, 2003

Count Station:	1100306	Counter ID:	36
City/Town:	Cameron Park	Mile Post:	0.02
Road Name:	Cambridge Rd	Location:	At US 50 OC
Lanes:	2	Direction:	NORTHBOUND

Date	9	10	11	12	13	7	8	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	52	27	34	27	32	33	56	37	31
200	39	7	12	10	17	7	32	18	11
300	18	12	14	14	11	12	11	13	13
400	14	7	4	11	11	12	12	10	9
500	7	7	10	14	16	13	12	11	12
600	20	40	26	48	42	36	17	33	38
700	35	125	85	150	133	122	44	99	123
800	44	236	172	233	245	229	99	180	223
900	94	161	153	183	211	174	149	161	176
1000	129	159	164	210	175	179	210	175	177
1100	170	233	180	191	186	191	255	201	196
1200	192	232	263	228	240	262	302	246	245
1300	238	254	271	260	246	272	289	261	261
1400	258	293	325	251	293	332	281	290	299
1500	250	336	320	322	346	346	356	325	334
1600	270	393	405	415	413	446	310	379	414
1700	263	407	454	430	477	489	338	408	451
1800	249	513	476	489	537	434	297	428	490
1900	208	365	332	358	376	307	206	307	348
2000	163	203	221	247	230	200	203	210	220
2100	127	182	148	189	210	141	155	165	174
2200	102	153	172	176	163	166	160	156	166
2300	54	96	115	102	105	131	118	103	110
2400	46	53	38	54	67	96	95	64	62
Totals	3042	4494	4394	4612	4782	4630	4007	4280	4582
AM Peak Hr	12:00	8:00	12:00	8:00	8:00	12:00	12:00	12:00	12:00
AM Count	192	236	263	233	245	262	302	246	245
PM Peak Hr	4:00	6:00	6:00	6:00	6:00	5:00	3:00	6:00	6:00
PM Count	270	513	476	489	537	489	356	428	490

TOTAL ADT: 8,410

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: November 7, 2003

Count Station:	1400306	Counter ID:	31
City/Town:	Cameron Park	Mile Post:	1.84
Road Name:	Cambridge Rd	Location:	300 yds N of Oxford Rd
Lanes:	2	Direction:	NORTHBOUND

Date	9	10	11	12	13	7	8	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	20	9				9	23		9
200	15	1				5	8		3
300	8	1				2	3		2
400	2	6				3	4		5
500	4	16				20	11		18
600	7	26				40	15		33
700	18	100				104	25		102
800	64	172				171	64		172
900	76	161				155	132		158
1000	109	150				144	154		147
1100	115	128				120	149		124
1200	118	155				127	171		141
1300	126	103				132	186		118
1400	112	142				126	162		134
1500	136	168				152	139		160
1600	126	175				170	140		173
1700	120	156				171	151		164
1800	127	141				177	142		159
1900	98	111				108	92		110
2000	63	61				75	59		68
2100	60	49				49	65		49
2200	35	39				52	49		46
2300	15	20				32	39		26
2400	13	15				32	25		24
Totals	1587	2105				2176	2008		2141
AM Peak Hr	12:00	8:00				8:00	12:00		8:00
AM Count	118	172				171	171		172
PM Peak Hr	3:00	4:00				6:00	1:00		4:00
PM Count	136	175				177	186		173

TOTAL ADT: 4,368

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: November 7, 2003

Count Station:	1400306	Counter ID:	31
City/Town:	Cameron Park	Mile Post:	1.84
Road Name:	Cambridge Rd	Location:	300 yds N of Oxford Rd
Lanes:	2	Direction:	SOUTHBOUND

Date	9	10	11	12	13	7	8	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	18	11				19	20		15
200	24	2				5	6		4
300	7	4				7	10		6
400	5	1				1	5		1
500	1	5				11	4		8
600	8	16				9	8		13
700	7	50				49	11		50
800	19	110				121	45		116
900	37	132				111	85		122
1000	68	83				90	115		87
1100	96	103				99	156		101
1200	136	142				140	196		141
1300	154	133				144	168		139
1400	124	136				127	192		132
1500	127	205				185	166		195
1600	145	196				201	170		199
1700	143	194				211	166		203
1800	130	232				220	156		226
1900	97	162				137	131		150
2000	89	97				117	115		107
2100	51	68				86	69		77
2200	46	70				76	70		73
2300	28	39				45	47		42
2400	14	18				34	36		26
Totals	1574	2209				2245	2147		2227
AM Peak Hr	12:00	12:00				12:00	12:00		12:00
AM Count	136	142				140	196		141
PM Peak Hr	1:00	6:00				6:00	2:00		6:00
PM Count	154	232				220	192		226

TOTAL ADT: 4,368

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: March 28, 2003

Count Station:	1700200	Counter ID:	38
City/Town:	Cameron Park	Mile Post:	1.81
Road Name:	Cameron Park Dr	Location:	200 ft N of Oxford Rd
Lanes:	2	Direction:	NORTHBOUND

Date	30	31	1	2	3	28	29	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	111	56	37	48	53	63	116	69	51
200	56	32	21	24	17	33	54	34	25
300	40	19	11	18	15	21	43	24	17
400	28	20	19	21	19	15	32	22	19
500	14	44	45	35	34	44	33	36	40
600	32	103	121	105	115	122	46	92	113
700	76	342	369	352	366	392	127	289	364
800	194	492	596	577	581	580	268	470	565
900	338	619	660	618	590	646	446	560	627
1000	456	596	610	566	547	631	608	573	590
1100	556	645	610	609	593	642	655	616	620
1200	645	711	695	684	673	738	754	700	700
1300	705	769	721	719	694	760	772	734	733
1400	683	753	749	717	692	805	718	731	743
1500	659	787	698	764	753	850	748	751	770
1600	657	852	843	858	904	939	735	827	879
1700	643	949	969	921	947	977	699	872	953
1800	616	984	1000	972	961	990	739	895	981
1900	573	813	807	786	909	885	649	775	840
2000	485	612	595	607	639	719	510	595	634
2100	372	414	446	426	457	525	454	442	454
2200	237	295	324	323	338	458	396	339	348
2300	173	169	198	162	212	298	261	210	208
2400	117	79	93	92	114	184	140	117	112
Totals	8466	11155	11237	11004	11223	12317	10003	10772	11387
AM Peak Hr	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
AM Count	645	711	695	684	673	738	754	700	700
PM Peak Hr	1:00	6:00	6:00	6:00	6:00	6:00	1:00	6:00	6:00
PM Count	705	984	1000	972	961	990	772	895	981

TOTAL ADT: 19,966

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

Count Summary Beginning: March 28, 2003

Count Station:	1700200	Counter ID:	38
City/Town:	Cameron Park	Mile Post:	1.81
Road Name:	Cameron Park Dr	Location:	200 ft N of Oxford Rd
Lanes:	2	Direction:	SOUTHBOUND

Date	30	31	1	2	3	28	29	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	59	30	18	26	24	27	54	34	25
200	27	17	11	13	12	16	41	20	14
300	24	19	9	10	15	14	38	18	13
400	13	20	19	19	16	14	18	17	18
500	16	58	58	53	49	45	27	44	53
600	33	124	159	154	158	150	51	118	149
700	80	357	395	378	390	383	127	301	381
800	219	572	595	588	588	586	275	489	586
900	358	612	646	574	560	636	440	547	606
1000	412	591	602	576	523	597	584	555	578
1100	487	539	534	497	522	559	645	540	530
1200	497	580	560	575	581	596	626	574	578
1300	491	585	576	629	589	605	592	581	597
1400	542	549	464	485	510	616	558	532	525
1500	448	597	526	555	545	656	497	546	576
1600	411	631	627	662	637	734	508	601	658
1700	407	632	634	591	621	678	538	586	631
1800	509	586	636	574	621	679	505	587	619
1900	358	525	487	484	565	563	476	494	525
2000	305	332	327	328	367	474	348	354	366
2100	210	237	215	226	216	330	235	238	245
2200	122	134	166	151	130	220	205	161	160
2300	98	84	76	74	87	150	138	101	94
2400	60	46	43	49	50	82	83	59	54
Totals	6185	8457	8383	8271	8376	9410	7609	8099	8579
AM Peak Hr	12:00	9:00	9:00	8:00	8:00	9:00	11:00	12:00	9:00
AM Count	497	612	646	588	588	636	645	574	606
PM Peak Hr	2:00	5:00	6:00	4:00	4:00	4:00	1:00	4:00	4:00
PM Count	542	632	636	662	637	734	592	601	658

TOTAL ADT: 19,966

EL DORADO COUNTY

All Traffic Data
 (916) 771-8700
 Fax 786-2879

Site Code : 00000000
 Start Date: 06/10/04
 File I.D. : GRNCAMBF
 Page : 1

Start Time	CAMBRIDGE PARK DR. Southbound				GREEN VALLEY RD. Westbound				Northbound				Eastbound				Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
7:00am	1	0	3	4	5	109	0	114	15	0	9	24	0	23	7	30	172
7:15	1	1	9	11	10	114	0	124	22	1	10	33	0	54	6	60	228
7:30	0	0	9	9	9	125	1	135	16	0	19	35	3	51	5	69	248
7:45	0	2	9	11	7	120	0	127	13	0	16	29	1	92	6	99	255
Hour Total	2	3	30	35	31	468	1	500	66	1	54	121	4	230	24	258	914
8:00am	1	0	4	5	9	95	0	104	16	0	19	35	3	58	2	63	207
8:15	1	0	4	5	11	54	3	78	10	0	12	22	0	53	7	60	165
8:30	1	0	2	3	10	88	2	100	13	1	8	22	1	56	10	67	192
8:45	0	3	1	4	8	78	0	85	11	0	10	21	0	58	5	63	174
Hour Total	3	3	11	17	38	325	5	368	50	1	49	100	4	225	24	253	738
Grand	5	6	41	52	59	793	6	868	116	2	103	221	8	455	48	511	1652
% of Total	.3%	.4%	2.5%		4.2%	48.0%	.4%		7.0%	.1%	6.2%		.5%	27.5%	2.9%		
Approch %				3.1%				52.5%				13.4%					30.9%
% of Approach	9.6%	11.5%	78.8%		7.9%	91.4%	.7%		52.5%	.9%	46.5%		1.6%	89.0%	9.4%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 06/10/04

Direction	Street Name	Start	Peak Hr	 Volumes				 Percentages		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	CAMBRIDGE PARK DR.	07:15am	.818	2	3	31	36	5.5	8.3	86.1
Westbound	GREEN VALLEY RD.		.907	35	454	1	490	7.1	92.6	.2
Northbound			.943	67	1	64	132	50.7	.7	48.4
Eastbound			.735	7	265	19	291	2.4	91.0	6.5

EL DORADO COUNTY

All Traffic Data
 (916) 771-8700
 Fax 786-2979

Site Code : 00000002
 Start Date: 06/10/04
 File I.D. : GRNCAMBF
 Page : 2

CAMBRIDGE PARK DR.

31	3	2	7
			1
			1

			9
Inbound		36	
Outbound		9	
Total		45	

67
 552 454
 31

7

Inbound 291
 Outbound 552
 265 Total 843

19

Inbound 132
 Outbound 57
 Total 189

35
 3
 19

 57

67

1

64

GREEN VALLEY RD.

2
 265 331
 64

454

Inbound 490
 Outbound 331 35
 Total 821

EL DORADO COUNTY

ATI Traffic Data
 (916) 771-8700
 Fax 786-2879

Site Code : 00000000
 Start Date: 05/10/04
 File I.D. : GRNCAMB
 Page : 1

Start Time	CAMBRIDGE PARK DR. Southbound				GREEN VALLEY RD. Westbound				Northbound				Eastbound				Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
4:00pm	1	1	1	3	12	50	6	78	5	1	14	21	4	108	18	130	232
4:15	3	1	2	6	11	59	2	72	7	3	17	27	6	105	19	130	235
4:30	2	1	4	7	9	73	2	84	11	1	14	26	3	129	12	144	261
4:45	2	0	5	7	10	80	5	95	9	2	18	29	7	108	17	132	253
Hour Total	8	3	12	23	42	272	15	329	33	7	63	103	20	450	66	536	991
5:00pm	1	2	6	9	10	56	2	68	11	2	18	31	8	111	21	140	248
5:15	1	3	5	9	11	70	5	86	14	1	26	41	5	118	24	147	263
5:30	1	4	7	12	8	80	3	91	12	0	22	34	2	116	25	143	280
5:45	1	0	4	5	11	65	4	80	9	1	19	29	9	127	18	154	268
Hour Total	4	9	22	35	40	271	14	325	46	4	85	135	24	472	68	564	1079
Grand	12	12	34	58	82	543	29	654	79	11	148	238	44	922	154	1120	2070
% of Total	.6%	.6%	1.6%		4.0%	26.2%	1.4%		3.8%	.5%	7.1%		2.1%	44.5%	7.4%		
Approach %				2.8%				31.6%				11.5%					54.1%
% of Approach	20.7%	20.7%	58.6%		12.5%	83.0%	4.4%		33.2%	4.6%	62.2%		3.9%	82.3%	13.8%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 05/10/04

Direction	Street Name	Start	Peak Hr	 Volumes				 Percentages		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	CAMBRIDGE PARK DR.	05:00pm	.729	4	9	22	35	11.4	25.7	62.8
Westbound	GREEN VALLEY RD.		.893	40	271	14	325	12.3	83.3	4.3
Northbound			.823	46	4	85	135	34.0	2.9	62.9
Eastbound			.948	24	472	88	584	4.1	80.8	15.0

EL DORADO COUNTY

ATT Traffic Data
 (916) 771-8700
 Fax 786-2879

Site Code : 00000000
 Start Date: 06/10/04
 File I.D. : GRNCAMBF
 Page : 2

CAMBRIDGE PARK DR.

22	9	4	24
			4
			14
			====
			42
	Inbound	35	
	Outbound	42	
	Total	77	

14

	46
339	271
	22

24

271

	Inbound	584
	Outbound	339
472	Total	923

	Inbound	325
	Outbound	561
	Total	886

88

	4
472	561
85	

GREEN VALLEY RD.

	Inbound	135
	Outbound	137
	Total	272

40	46	4
9		
88		
====		
137		

85

EL DORADO COUNTY

All Traffic Data
 (916) 771-8700
 Fax 786-2879

Site Code : 00000000
 Start Date: 06/10/04
 File I.D. : GRNCFRKT
 Page : 1

	STARBUCK RD. Southbound				GREEN VALLEY RD. Westbound				CAMERON PARK DR. Northbound				Eastbound				
Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
7:00am	2	10	5	17	18	59	2	79	34	6	8	48	1	10	17	28	172
7:15	1	13	7	21	38	78	0	116	34	7	6	47	2	17	31	50	234
7:30	0	20	7	27	28	70	2	100	42	5	10	57	4	19	50	73	257
7:45	3	16	9	28	19	65	1	85	44	7	12	63	0	39	69	108	284
Hour Total	6	59	28	93	103	272	5	380	154	25	36	215	7	95	167	259	947
8:00am	3	16	8	27	26	47	1	74	41	3	13	57	5	28	32	66	224
8:15	3	18	3	24	18	49	2	69	29	4	19	52	0	31	33	64	209
8:30	3	12	5	20	24	50	3	77	28	8	10	46	2	26	34	62	205
8:45	0	12	3	15	33	50	1	84	22	8	21	51	1	18	39	58	206
Hour Total	9	58	19	86	101	196	7	304	120	23	63	206	9	103	138	250	846
Grand	15	117	47	179	204	468	12	684	274	48	99	421	16	188	305	509	1793
% of Total	.8%	6.5%	2.6%		11.4%	26.1%	.7%		15.3%	2.7%	5.5%		.9%	10.5%	17.0%		
Approach %				10.0%				38.1%				23.5%				28.4%	
% of Approach	8.4%	65.4%	26.3%		29.8%	68.4%	1.8%		65.1%	11.4%	23.5%		3.1%	36.9%	59.9%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 06/10/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	 Volumes				 Percentages		
				Left	Thru	Right	Total	Left	Thru	Right
Southbound	STARBUCK RD.	07:15am	.920	7	65	31	103	6.7	63.1	30.0
Westbound	GREEN VALLEY RD.		.808	111	260	4	375	29.6	69.3	1.0
Northbound	CAMERON PARK DR.		.889	161	22	41	224	71.8	9.8	18.3
Eastbound			.688	12	103	182	297	4.0	34.6	61.2

EL DORADO COUNTY

All Traffic Data
 (916) 771-8700
 Fax 786-2879

Site Code : 00000000
 Start Date: 05/10/04
 File I.D. : GRNCPKRF
 Page : 2

STARBUCK RD.

31	65	7	12
			22
			4
			=====
			38

Inbound	103
Outbound	38
Total	141

4

161
452 260
31

12

260

Inbound	297
Outbound	452
103 Total	749

Inbound	375
Outbound	151 111
Total	526

182

7
103 151
41

GREEN VALLEY RD.

Inbound	224
Outbound	358
Total	582

111	161	22
65		
182		

41

=====
358

CAMERON PARK DR.

EL DORADO COUNTY

All Traffic Data
 (916) 771-8700
 Fax 786-2879

Site Code : 00000000
 Start Date: 06/10/04
 File I.D. : GRNCPKRF
 Page : 1

Start Time	STARBUCK RD. Southbound				GREEN VALLEY RD. Westbound				CAMERON PARK DR. Northbound				Eastbound				Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
4:00pm	6	10	5	21	22	31	1	54	37	19	29	85	6	55	45	106	266
4:15	0	9	6	15	12	28	3	43	38	12	27	77	5	59	49	113	248
4:30	5	20	2	27	19	46	4	69	35	18	39	92	6	62	72	140	328
4:45	2	14	3	19	25	32	1	58	59	22	33	110	4	70	54	128	315
Hour Total	13	53	16	82	78	137	9	224	165	71	128	364	21	246	220	487	1157
5:00pm	0	15	4	19	22	19	2	43	50	15	38	103	13	57	49	119	284
5:15	3	13	5	21	25	29	3	58	44	29	37	110	7	80	42	129	318
5:30	4	15	5	24	26	31	3	60	47	17	31	95	9	71	49	129	308
5:45	3	25	6	34	13	32	3	48	28	23	40	91	3	69	53	125	298
Hour Total	10	58	20	98	87	111	11	209	169	84	146	399	32	277	193	502	1208
Grand	23	121	36	180	165	248	20	433	334	155	274	783	53	523	413	989	2365
% of Total	1.0%	5.1%	1.5%		7.0%	10.5%	.8%		14.1%	6.6%	11.6%		2.2%	22.1%	17.5%		
Approch %				7.6%				18.3%				32.3%					41.8%
% of Approach	12.8%	57.2%	20.0%		38.1%	57.3%	4.6%		43.8%	20.3%	35.9%		5.4%	52.9%	41.8%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 06/10/04

Direction	Street Name	Start	Peak Hr	 Volumes				 Percentages		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	STARBUCK RD.	04:30pm	.796	10	62	14	86	11.6	72.0	15.2
Westbound	GREEN VALLEY RD.		.826	92	126	10	228	40.3	55.2	4.3
Northbound	CAMERON PARK DR.		.943	184	84	147	415	44.3	20.2	35.4
Eastbound			.921	30	269	217	516	5.8	52.1	42.0

EL DORADO COUNTY

All Traffic Data
 (916) 771-8700
 Fax 786-2879

Site Code : 00000000
 Start Date: 06/10/04
 File I.D. : GRNCPRKF
 Page : 2

STARBUCK RD.

14	62	10	30
			84
			10
			=====
			124
Inbound		86	
Outbound		124	
Total		210	

324	184
	126
	14
=====	
	30

10

126

Inbound	516
Outbound	324
269 Total	840

Inbound	228
Outbound	426
92 Total	654

217

10

269 426

147

GREEN VALLEY RD.

Inbound	415
Outbound	371
Total	786

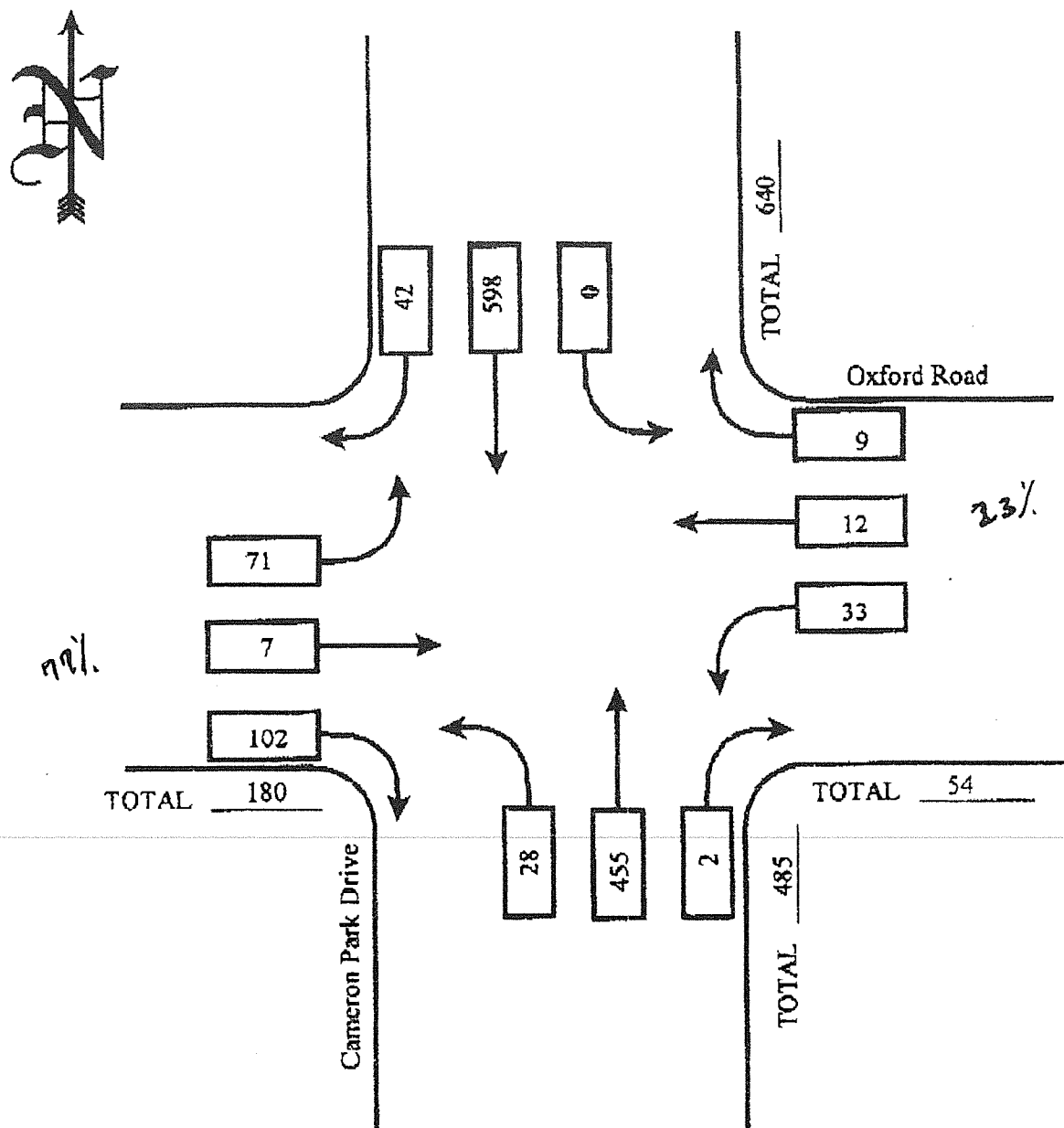
92	184	84	147
62			
217			

=====

371

CAMERON PARK DR.

DIRECTIONAL TRAFFIC COUNT WORKSHEET



TOTAL NUMBER OF VEHICLES OBSERVED 1,359

DATE: Tuesday, May 7, 2002

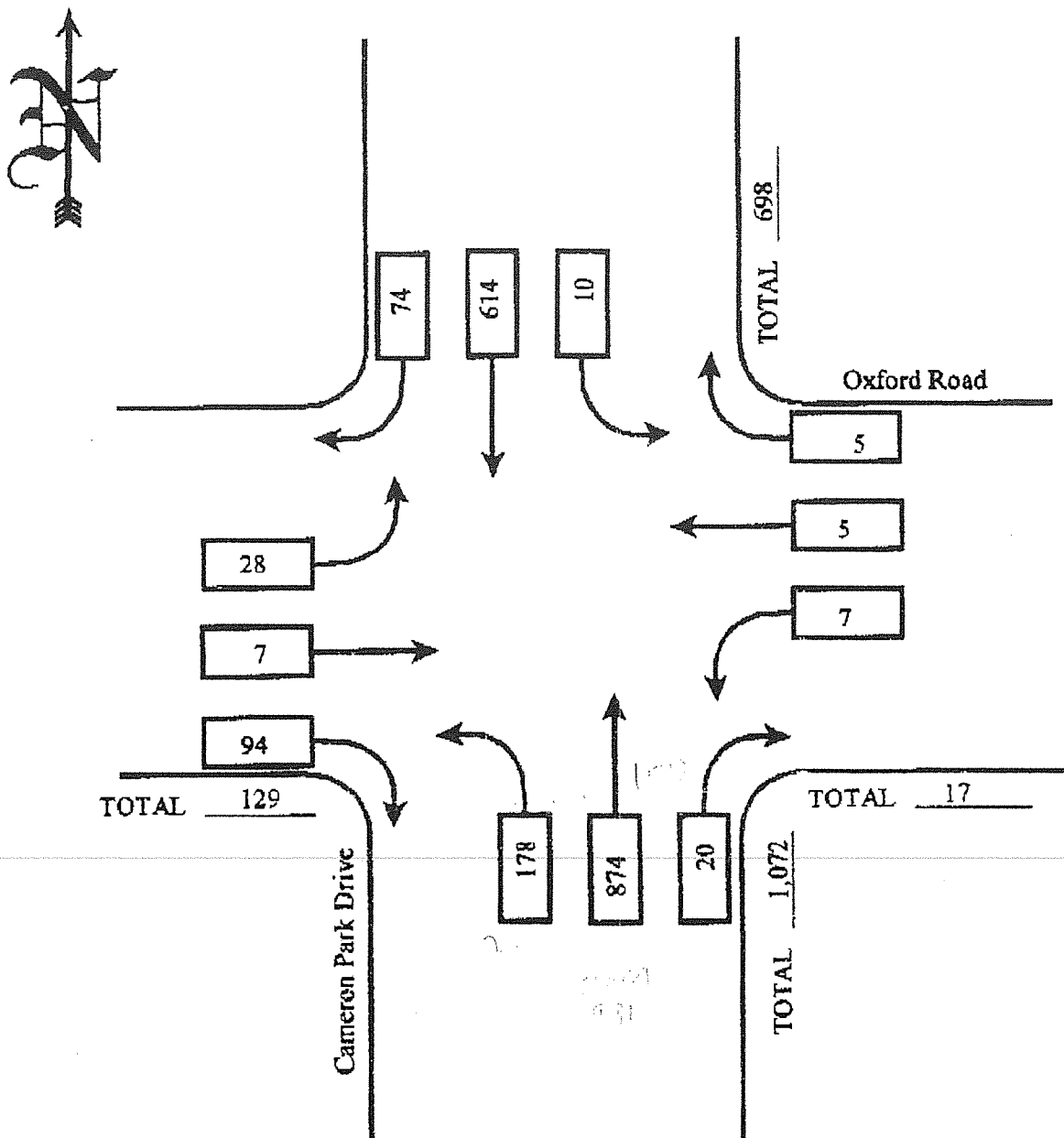
TIME: 7:00 am to 8:00 am

CONDITIONS: Clear & Dry

DATA COLLECTED BY: Judi S.

cp@oxford_am.wpg

DIRECTIONAL TRAFFIC COUNT WORKSHEET



TOTAL NUMBER OF VEHICLES OBSERVED 1,416

DATE: Monday, May 6, 2002

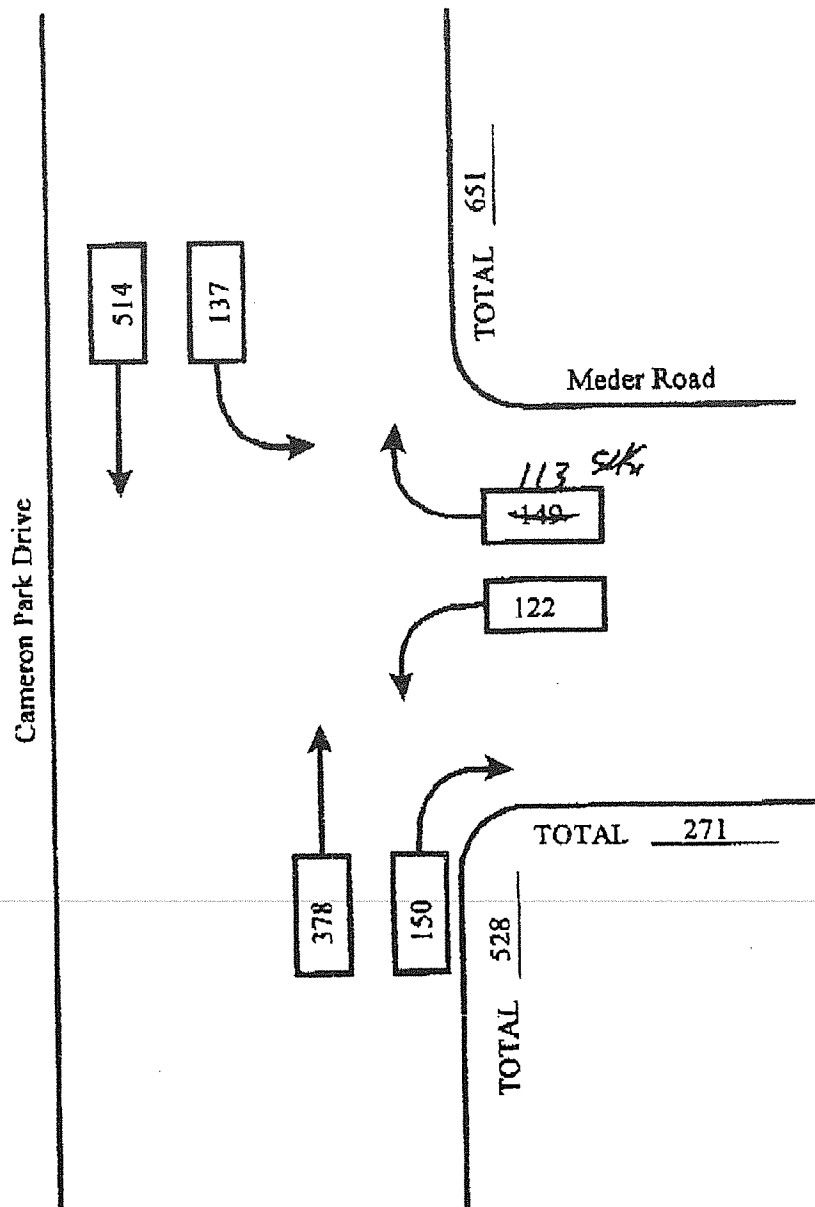
TIME: 5:00 am to 6:00 pm

CONDITIONS: Clear & Dry

DATA COLLECTED BY: Judi S.

cp@oxford_pm.wpg

DIRECTIONAL TRAFFIC COUNT WORKSHEET



TOTAL NUMBER OF VEHICLES OBSERVED 1,450

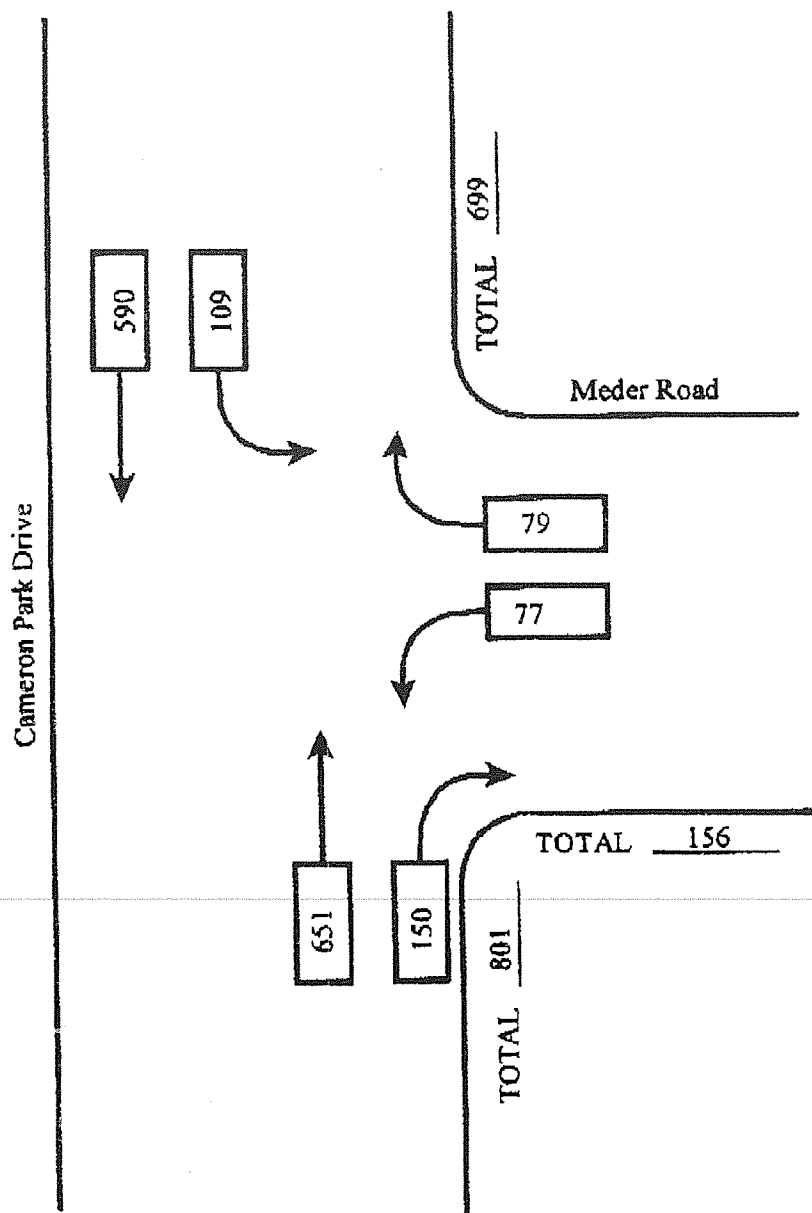
DATE: Tuesday, April 23, 2002

TIME: 7:15 am to 8:15 am

CONDITIONS: Clear & Dry

DATA COLLECTED BY: J. Imes

DIRECTIONAL TRAFFIC COUNT WORKSHEET



TOTAL NUMBER OF VEHICLES OBSERVED 1,656

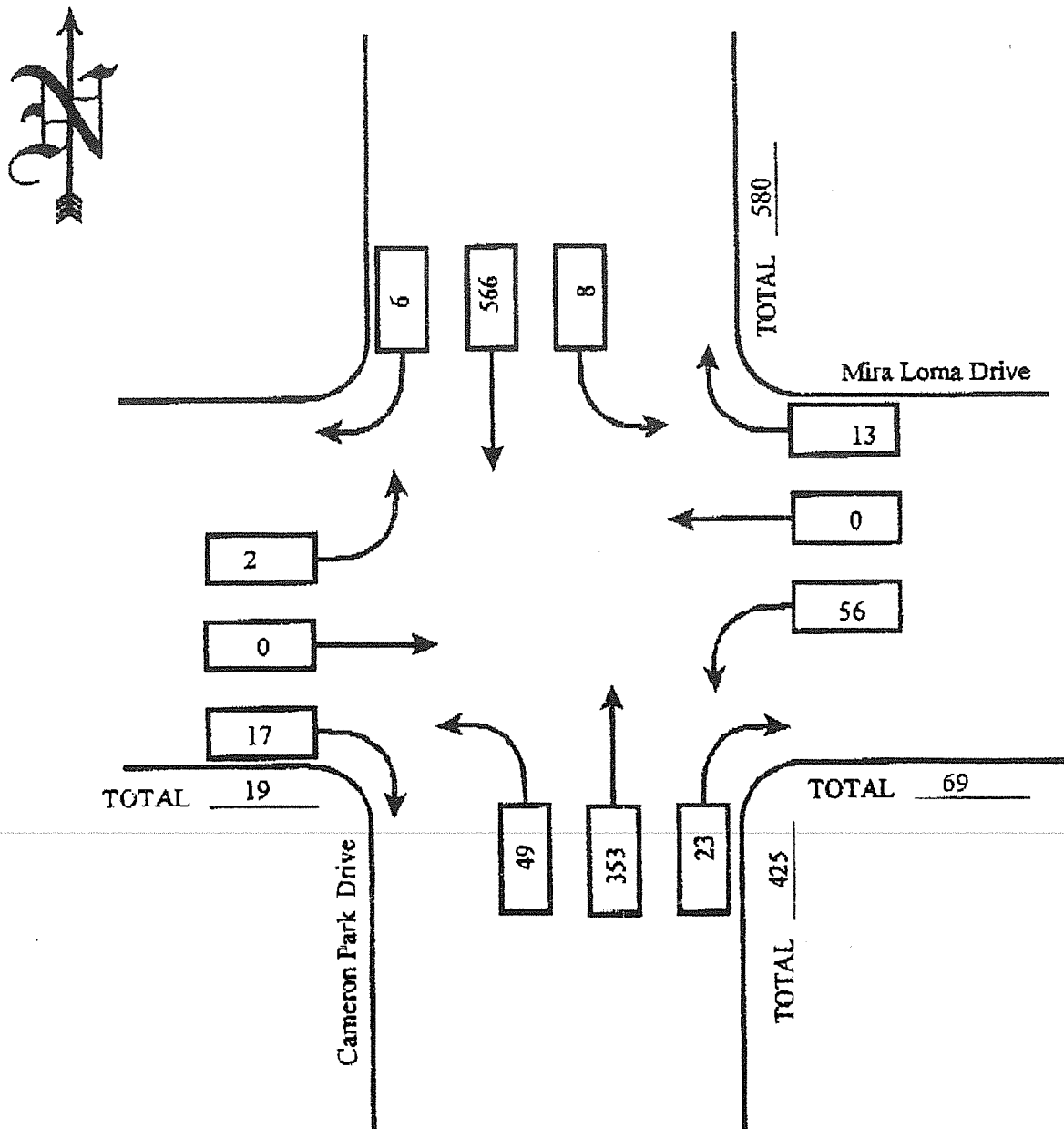
DATE: Tuesday, April 23, 2002

TIME: 4:15 pm to 5:15 pm

CONDITIONS: Clear & Dry

DATA COLLECTED BY: J. Imes

DIRECTIONAL TRAFFIC COUNT WORKSHEET



TOTAL NUMBER OF VEHICLES OBSERVED 1093

DATE: Tuesday, April 30, 2002

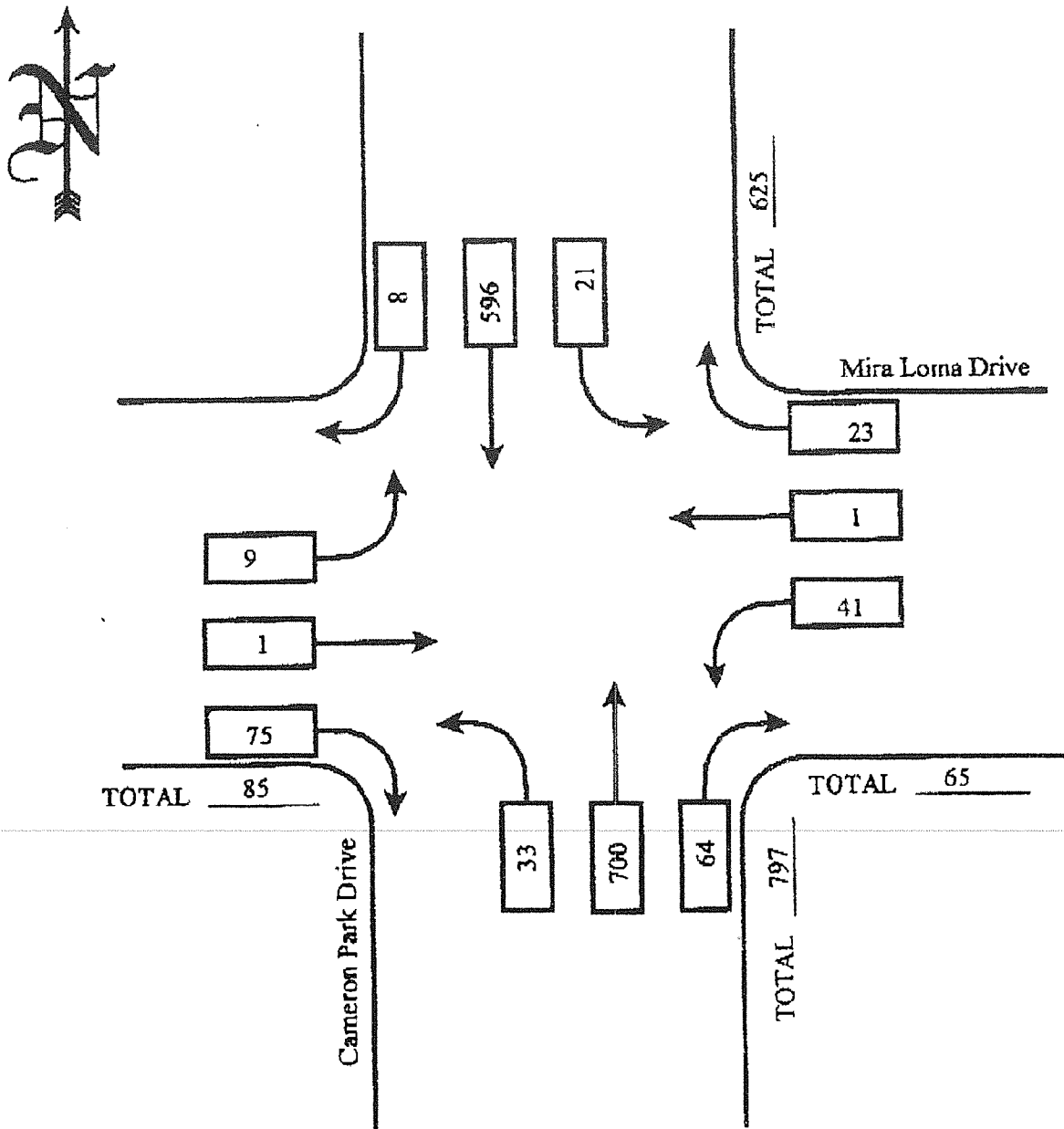
TIME: 7:00 am to 8:00 am

CONDITIONS: Cloudy & Dry

DATA COLLECTED BY: S. Koch

cp@miraloma_am.wpg

DIRECTIONAL TRAFFIC COUNT WORKSHEET



TOTAL NUMBER OF VEHICLES OBSERVED 1572

DATE: Tuesday, April 30, 2002

TIME: 4:45 pm to 5:45 pm

CONDITIONS: Cloudy & Dry

DATA COLLECTED BY: S. Koch

cp@miraloma_pm.wpg

APPENDIX “B”
EXISTING LEVEL-OF-SERVICE CALCULATIONS

SHORT REPORT												
General Information							Site Information					
Analyst FARHAD IRANITALAB Agency or Co. FARHAD & ASSOCIATES Date Performed 7/5/2004 Time Period EXISTING AM							Intersection GREEN VALLEY/CAMBRIDGE Area Type All other areas Jurisdiction EL DORADO COUNTY Analysis Year 2004					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Lane group	L	TR		L	TR			LTR			LTR	
Volume (vph)	7	265	19	35	454	1	67	1	64	2	3	31
% Heavy veh	0	1	0	0	1	0	0	1	0	0	1	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0			2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival type	3	3		3	3			3			3	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0			0	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Phasing	Excl. Left	EB Only	WB Only	Thru & RT	NS Perm		06		07		08	
Timing	G = 4.0	G = 1.0	G = 1.0	G = 18.0	G = 8.0		G =		G =		G =	
	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4		Y =		Y =		Y =	
Duration of Analysis (hrs) = 0.25							Cycle Length C = 52.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	8	309		38	494			144			39	
Lane group cap.	312	681		174	832			224			253	
v/c ratio	0.03	0.45		0.22	0.59			0.64			0.15	
Green ratio	0.17	0.37		0.10	0.44			0.15			0.15	
Unif. delay d1	17.9	12.6		21.7	11.0			20.7			19.1	
Delay factor k	0.11	0.11		0.11	0.18			0.22			0.11	
Increm. delay d2	0.0	0.5		0.6	1.2			6.2			0.3	
PF factor	1.000	1.000		1.000	1.000			1.000			1.000	
Control delay	17.9	13.0		22.3	12.1			26.8			19.4	
Lane group LOS	B	B		C	B			C			B	
Apprch. delay	13.2			12.8			26.8			19.4		
Approach LOS	B			B			C			B		
Intersec. delay	15.1			Intersection LOS						B		

SHORT REPORT												
General Information							Site Information					
Analyst <i>FARHAD IRANITALAB</i> Agency or Co. <i>FARHAD & ASSOCIATES</i> Date Performed <i>7/5/2004</i> Time Period <i>EXISTING PM</i>							Intersection <i>GREEN VALLEY/CAMBRIDGE</i> Area Type <i>All other areas</i> Jurisdiction <i>EL DORADO COUNTY</i> Analysis Year <i>2004</i>					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Lane group	L	TR		L	TR			LTR			LTR	
Volume (vph)	24	472	88	40	271	14	46	4	85	4	9	22
% Heavy veh	0	1	0	0	1	0	0	1	0	0	1	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0			2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival type	3	3		3	3			3			3	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0			0	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Phasing	Excl. Left	EB Only	WB Only	Thru & RT	NS Perm		06		07		08	
Timing	G = 4.0	G = 1.0	G = 1.0	G = 30.0	G = 11.0		G =		G =		G =	
	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4		Y =		Y =		Y =	
Duration of Analysis (hrs) = 0.25							Cycle Length C = 67.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	26	609		43	310			146			38	
Lane group cap.	242	851		135	976			251			276	
v/c ratio	0.11	0.72		0.32	0.32			0.58			0.14	
Green ratio	0.13	0.46		0.07	0.52			0.16			0.16	
Unif. delay d1	25.5	14.5		29.4	9.2			25.9			23.9	
Delay factor k	0.11	0.28		0.11	0.11			0.17			0.11	
Increm. delay d2	0.2	2.9		1.4	0.2			3.4			0.2	
PF factor	1.000	1.000		1.000	1.000			1.000			1.000	
Control delay	25.7	17.4		30.7	9.4			29.3			24.2	
Lane group LOS	C	B		C	A			C			C	
Apprch. delay	17.7			12.0			29.3			24.2		
Approach LOS	B			B			C			C		
Intersec. delay	17.6			Intersection LOS						B		

SHORT REPORT												
General Information							Site Information					
Analyst <i>FARHAD IRANITALAB</i> Agency or Co. <i>FARHAD & ASSOCIATES</i> Date Performed <i>7/5/2004</i> Time Period <i>EXISTING AM</i>							Intersection <i>GREEN VALLEY/CAMERON PARK</i> Area Type <i>All other areas</i> Jurisdiction <i>EL DORADO COUNTY</i> Analysis Year <i>2004</i>					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	12	103	88	111	260	4	161	22	41	7	65	31
% Heavy veh	0	1	0	0	1	0	0	1	0	0	1	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0		0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Phasing	Excl. Left	EB Only	WB Only	Thru & RT	NB Only	SB Only	07		08			
Timing	G = 4.0	G = 1.0	G = 3.0	G = 10.0	G = 9.0	G = 5.0	G =		G =			
	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4	Y =		Y =			
Duration of Analysis (hrs) = 0.25						Cycle Length C = 56.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	13	208		121	287		175	69		8	105	
Lane group cap.	290	346		226	570		290	274		161	160	
v/c ratio	0.04	0.60		0.54	0.50		0.60	0.25		0.05	0.66	
Green ratio	0.16	0.20		0.13	0.30		0.16	0.16		0.09	0.09	
Unif. delay d1	19.9	20.5		23.0	16.0		21.8	20.6		23.3	24.7	
Delay factor k	0.11	0.19		0.14	0.11		0.19	0.11		0.11	0.23	
Increm. delay d2	0.1	2.9		2.5	0.7		3.5	0.5		0.1	9.4	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	19.9	23.4		25.5	16.8		25.4	21.0		23.5	34.1	
Lane group LOS	B	C		C	B		C	C		C	C	
Apprch. delay	23.2			19.3			24.1			33.3		
Approach LOS	C			B			C			C		
Intersec. delay	23.0			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	FARHAD IRANITALAB			Intersection	CAMERON PARK/MIRA LOMA			
Agency/Co.	FARHAD & ASSOCIATES			Jurisdiction	EL DORADO COUNTY			
Date Performed	7/5/2004			Analysis Year	2004			
Analysis Time Period	EXISTING AM							
Project Description GREEN VALLEY STATION SHOPPING CENTER								
East/West Street: MIRA LOMA				North/South Street: CAMERON PARK DR.				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	49	353	23	8	566	6		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR	53	383	24	8	615	6		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	56	0	13	2	0	17		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR	60	0	14	2	0	18		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		Y			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	1	0	1	1		
Configuration	LT		R	LT		R		
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR	LT		R	LT		R
v (vph)	53	8	60		14	2		18
C (m) (vph)	969	1163	162		659	164		493
v/c	0.05	0.01	0.37		0.02	0.01		0.04
95% queue length	0.17	0.02	1.57		0.07	0.04		0.11
Control Delay	8.9	8.1	39.7		10.6	27.2		12.6
LOS	A	A	E		B	D		B
Approach Delay	--	--	34.2			14.0		
Approach LOS	--	--	D			B		

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TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	FARHAD IRANITALAB			Intersection	CAMERON PARK/MIRA LOMA			
Agency/Co.	FARHAD & ASSOCIATES			Jurisdiction	EL DORADO COUNTY			
Date Performed	7/5/2004			Analysis Year	2004			
Analysis Time Period	EXISTING PM							
Project Description GREEN VALLEY STATION SHOPPING CENTER								
East/West Street: MIRA LOMA				North/South Street: CAMERON PARK DR.				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	33	700	64	21	596	8		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR	35	760	69	22	647	8		
Percent Heavy Vehicles	0	—	—	0	—	—		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	41	1	23	9	1	75		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR	44	1	24	9	1	81		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		Y			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	1	1	1	0		
Configuration	LT		R	L		TR		
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR	LT		R	L		TR
v (vph)	35	22	45		24	9		82
C (m) (vph)	942	811	66		391	77		450
v/c	0.04	0.03	0.68		0.06	0.12		0.18
95% queue length	0.12	0.08	3.00		0.20	0.38		0.66
Control Delay	9.0	9.6	135.8		14.8	57.8		14.8
LOS	A	A	F		B	F		B
Approach Delay	—	—	93.7			19.0		
Approach LOS	—	—	F			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	FARHAD IRANITALAB			Intersection	CAMERON PARK/MEDER		
Agency/Co.	FARHAD & ASSOCIATES			Jurisdiction	EL DORADO COUNTY		
Date Performed	7/5/2004			Analysis Year	2004		
Analysis Time Period	EXISTING AM						
Project Description GREEN VALLEY STATION SHOPPING CENTER							
East/West Street: MEDER ROAD				North/South Street: CAMERON PARK DR.			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	378	150	137	514	0	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	0	410	163	148	558	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	122	0	113	0	0	0	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	132	0	122	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		Y			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound		Eastbound		
Movement	1	4	7	8	9	10	11
Lane Configuration		LT	L		R		
v (vph)		148	132		122		
C (m) (vph)		1010	144		581		
v/c		0.15	0.92		0.21		
95% queue length		0.51	6.33		0.79		
Control Delay		9.2	114.5		12.8		
LOS		A	F		B		
Approach Delay	--	--	65.7				
Approach LOS	--	--	F				

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	FARHAD IRANITALAB			Intersection	CAMERON PARK/MEDER		
Agency/Co.	FARHAD & ASSOCIATES			Jurisdiction	EL DORADO COUNTY		
Date Performed	7/5/2004			Analysis Year	2004		
Analysis Time Period	EXISTING PM						
Project Description GREEN VALLEY STATION SHOPPING CENTER							
East/West Street: MEDER ROAD				North/South Street: CAMERON PARK DR.			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	651	150	109	590	0	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	0	707	163	118	641	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	77	0	79	0	0	0	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	83	0	85	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		Y			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound		Eastbound		
Movement	1	4	7	8	9	10	11
Lane Configuration		LT	L		R		
v (vph)		118	83		85		
C (m) (vph)		783	92		394		
v/c		0.15	0.90		0.22		
95% queue length		0.53	5.04		0.81		
Control Delay		10.4	150.1		16.6		
LOS		B	F		C		
Approach Delay	--	--	82.6				
Approach LOS	--	--	F				

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	FARHAD IRANITALAB	Intersection	CAMERON PARK/OXFORD
Agency/Co.	FARHAD & ASSOCIATES	Jurisdiction	EL DORADO COUNTY
Date Performed	7/5/2004	Analysis Year	2004
Analysis Time Period	EXISTING AM		
Project Description GREEN VALLEY STATION SHOPPING CENTER			
East/West Street: OXFORD ROAD		North/South Street: CAMERON PARK DR.	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
	1	2	3	4	5	6
Movement	L	T	R	L	T	R
Volume	28	455	2	0	598	42
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	30	494	2	0	649	45
Percent Heavy Vehicles	0	—	—	0	—	—
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
	7	8	9	10	11	12
Movement	L	T	R	L	T	R
Volume	33	12	9	71	7	102
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	35	13	9	77	7	110
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Movement	L	L	L		TR	L		TR
v (vph)	30	0	35		22	77		117
C (m) (vph)	911	1078	103		238	139		418
v/c	0.03	0.00	0.34		0.09	0.55		0.28
95% queue length	0.10	0.00	1.33		0.30	2.75		1.13
Control Delay	9.1	8.3	57.0		21.7	59.1		16.9
LOS	A	A	F		C	F		C
Approach Delay	—	—	43.3			33.7		
Approach LOS	—	—	E			D		

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Two-Way Stop Control

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	FARHAD IRANITALAB		Intersection	CAMERON PARK/OXFORD			
Agency/Co.	FARHAD & ASSOCIATES		Jurisdiction	EL DORADO COUNTY			
Date Performed	7/5/2004		Analysis Year	2004			
Analysis Time Period	EXISTING PM						
Project Description GREEN VALLEY STATION SHOPPING CENTER							
East/West Street: OXFORD ROAD			North/South Street: CAMERON PARK DR.				
Intersection Orientation: North-South			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	178	874	20	10	614	74	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	193	949	21	10	667	80	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	7	5	5	28	7	94	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	7	5	5	30	7	102	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		Y			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L	L		TR	L	TR
v (vph)	193	10	7		10	30	109
C (m) (vph)	870	719	20		69	29	270
v/c	0.22	0.01	0.35		0.14	1.03	0.40
95% queue length	0.85	0.04	1.00		0.48	3.42	1.86
Control Delay	10.3	10.1	261.8		65.8	377.4	27.1
LOS	B	B	F		F	F	D
Approach Delay	--	--	146.5			102.7	
Approach LOS	--	--	F			F	

APPENDIX “C”
EXISTING PLUS PROJECT TRIPS LEVEL-OF-SERVICE CALCULATIONS

Short Report

SHORT REPORT

General Information

Analyst **FARHAD IRANITALAB**
 Agency or Co. **FARHAD & ASSOCIATES**
 Date Performed **7/5/2004**
 Time Period **EXISTING AM PLUS PROJECT**

Site Information

Intersection **GREEN VALLEY/CAMBRIDGE**
 Area Type **All other areas**
 Jurisdiction **EL DORADO COUNTY**
 Analysis Year **2004**

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Lane group	L	TR		L	TR			LTR			LTR	
Volume (vph)	7	301	34	43	472	4	93	8	83	8	9	31
% Heavy veh	0	1	0	0	1	0	0	1	0	0	1	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0			2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival type	3	3		3	3			3			3	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0			0	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	

Phasing	Excl. Left	EB Only	WB Only	Thru & RT	NS Perm	06	07	08
	G = 4.0	G = 1.0	G = 1.0	G = 18.0	G = 11.0	G =	G =	G =
Timing	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 55.0		

Lane Group Capacity, Control Delay, and LOS Determination

Lane Group Capacity, Control Delay, and LOS												
	EB			WB			NB			SB		
Adj. flow rate	8	364		47	517			200			53	
Lane group cap.	295	640		164	786			290			327	
v/c ratio	0.03	0.57		0.29	0.66			0.69			0.16	
Green ratio	0.16	0.35		0.09	0.42			0.20			0.20	
Unif. delay d1	19.3	14.7		23.3	12.8			20.4			18.2	
Delay factor k	0.11	0.16		0.11	0.23			0.26			0.11	
Increm. delay d2	0.0	1.2		1.0	2.0			6.8			0.2	
PF factor	1.000	1.000		1.000	1.000			1.000			1.000	
Control delay	19.4	15.9		24.3	14.9			27.2			18.4	
Lane group LOS	B	B		C	B			C			B	
Apprch. delay	15.9			15.7			27.2			18.4		
Approach LOS	B			B			C			B		
Intersec. delay	17.8			Intersection LOS						B		

Short Report

SHORT REPORT

General Information

Analyst FARHAD IRANITALAB
 Agency or Co. FARHAD & ASSOCIATES
 Date Performed 7/5/2004
 Time Period EXISTING PM PLUS PROJECT

Site Information

Intersection GREEN VALLEY/CAMBRIDGE
 Area Type All other areas
 Jurisdiction EL DORADO COUNTY
 Analysis Year 2004

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Lane group	L	TR		L	TR			LT	R		LTR	
Volume (vph)	24	527	111	55	303	20	95	17	123	12	18	22
% Heavy veh	0	1	0	0	1	0	0	1	0	0	1	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Arrival type	3	3		3	3			3	3		3	
Unit Extension	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0	12.0		12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0	0		0	
Unit Extension	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Phasing	Excl. Left	EB Only	WB Only	Thru & RT	NS Perm		06		07		08	
Timing	G = 4.0 Y = 4	G = 1.0 Y = 4	G = 1.0 Y = 4	G = 30.0 Y = 4	G = 9.0 Y = 4		G = Y =		G = Y =		G = Y =	
Duration of Analysis (hrs) = 0.25							Cycle Length C = 65.0					

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	26	694		60	351			121	134		57	
Lane group cap.	250	875		139	1004			191	224		195	
v/c ratio	0.10	0.79		0.43	0.35			0.63	0.60		0.29	
Green ratio	0.14	0.48		0.08	0.54			0.14	0.14		0.14	
Unif. delay d1	24.5	14.3		28.6	8.5			26.4	26.3		25.1	
Delay factor k	0.11	0.34		0.11	0.11			0.21	0.19		0.11	
Incram. delay d2	0.2	5.1		2.1	0.2			6.7	4.4		0.8	
PF factor	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
Control delay	24.7	19.4		30.8	8.7			33.1	30.7		26.0	
Lane group LOS	C	B		C	A			C	C		C	
Apprch. delay	19.6			12.0			31.8			26.0		
Approach LOS	B			B			C			C		
Intersec. delay	19.8			Intersection LOS						B		

SHORT REPORT												
General Information							Site Information					
Analyst <i>FARHAD IRANITALAB</i> Agency or Co. <i>FARHAD & ASSOCIATES</i> Date Performed <i>7/5/2004</i> Time Period <i>EXISTING AM + PROJECT</i>							Intersection <i>GREEN VALLEY/CAMERON PARK</i> Area Type <i>All other areas</i> Jurisdiction <i>EL DORADO COUNTY</i> Analysis Year <i>2004</i>					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	53	129	212	111	291	4	197	22	41	7	65	80
% Heavy veh	0	1	0	0	1	0	0	1	0	0	1	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0		0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Phasing	Excl. Left	EB Only	WB Only	Thru & RT	NB Only	SB Only	07	08				
Timing	G = 4.0	G = 1.0	G = 3.0	G = 18.0	G = 11.0	G = 9.0	G =	G =				
	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	58	370		121	320		214	69		8	158	
Lane group cap.	232	466		181	671		284	268		232	223	
v/c ratio	0.25	0.79		0.67	0.48		0.75	0.26		0.03	0.71	
Green ratio	0.13	0.27		0.10	0.36		0.16	0.16		0.13	0.13	
Unif. delay d1	27.5	23.7		30.4	17.4		28.2	25.9		26.7	29.2	
Delay factor k	0.11	0.34		0.24	0.11		0.31	0.11		0.11	0.27	
Increm. delay d2	0.6	9.2		9.1	0.5		10.9	0.5		0.1	9.9	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	28.0	32.9		39.5	18.0		39.1	26.4		26.8	39.2	
Lane group LOS	C	C		D	B		D	C		C	D	
Apprch. delay	32.2			23.9			36.0			38.6		
Approach LOS	C			C			D			D		
Intersec. delay	31.0			Intersection LOS						C		

SHORT REPORT

General Information

Analyst **FARHAD IRANITALAB**
 Agency or Co. **FARHAD & ASSOCIATES**
 Date Performed **7/5/2004**
 Time Period **EXISTING PM + PROJECT**

Site Information

Intersection **GREEN VALLEY/CAMERON PARK**
 Area Type **All other areas**
 Jurisdiction **EL DORADO COUNTY**
 Analysis Year **2004**

Volume and Timing Input

Volume and Timing Input				EB			WB			NB			SB		
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes				1	1	0	1	1	0	1	1	0	1	1	0
Lane group				L	TR		L	TR		L	TR		L	TR	
Volume (vph)				104	318	273	92	175	10	236	84	147	10	62	90
% Heavy veh				0	1	0	0	1	0	0	1	0	0	1	0
PHF				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Actuated (P/A)				A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time				2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green				2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type				3	3		3	3		3	3		3	3	
Unit Extension				3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0	0	0	0		0
Lane Width				12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr															
Bus stops/hr				0	0		0	0		0	0		0	0	
Unit Extension				3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Phasing	Excl. Left	EB Only	WB Only	Thru & RT	NB Only	SB Only	07		08						
Timing	G = 4.0	G = 3.0	G = 2.0	G = 34.0	G = 17.0	G = 10.0	G =		G =						
	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4	Y =		Y =						
Duration of Analysis (hrs) = 0.25										Cycle Length C = 94.0					

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	113	643		100	201		257	251		11	165	
Lane group cap.	211	692		115	794		326	310		192	183	
v/c ratio	0.54	0.93		0.87	0.25		0.79	0.81		0.06	0.90	
Green ratio	0.12	0.39		0.06	0.43		0.18	0.18		0.11	0.11	
Unif. delay d1	39.1	27.2		43.6	17.4		36.8	36.9		37.8	41.5	
Delay factor k	0.14	0.44		0.40	0.11		0.33	0.35		0.11	0.42	
Increm. delay d2	2.7	19.0		46.4	0.2		12.2	14.8		0.1	40.1	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	41.8	46.3		90.0	17.6		49.0	51.8		37.9	81.6	
Lane group LOS	D	D		F	B		D	D		D	F	
Apprch. delay	45.6			41.6			50.4			78.8		
Approach LOS	D			D			D			E		
Intersec. delay	49.7			Intersection LOS						D		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	FARHAD IRANITALAB			Intersection	CAMERON PARK/MIRA LOMA			
Agency/Co.	FARHAD & ASSOCIATES			Jurisdiction	EL DORADO COUNTY			
Date Performed	8/5/2005			Analysis Year	2005			
Analysis Time Period	EXISTING AM PLUS PROJECT							
Project Description GREEN VALLEY STATION SHOPPING CENTER								
East/West Street: MIRA LOMA				North/South Street: CAMERON PARK DR.				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	49	367	23	17	573	6		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR	53	398	24	18	622	6		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	56	0	22	2	0	17		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR	60	0	23	2	0	18		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		Y			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (vph)	53	18		83			20	
C (m) (vph)	964	1148		193			400	
v/c	0.05	0.02		0.43			0.05	
95% queue length	0.17	0.05		1.98			0.16	
Control Delay	9.0	8.2		37.0			14.5	
LOS	A	A		E			B	
Approach Delay	--	--	37.0			14.5		
Approach LOS	--	--	E			B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	FARHAD IRANITALAB			Intersection	CAMERON PARK/MIRA LOMA			
Agency/Co.	FARHAD & ASSOCIATES			Jurisdiction	EL DORADO COUNTY			
Date Performed	8/5/2005			Analysis Year	2005			
Analysis Time Period	EXISTING PM PLUS PROJECT							
Project Description GREEN VALLEY STATION SHOPPING CENTER								
East/West Street: MIRA LOMA				North/South Street: CAMERON PARK DR.				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	33	721	64	32	601	10		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR	35	783	69	34	653	10		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	41	1	34	9	1	75		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR	44	1	36	9	1	81		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		Y			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (vph)	35	34		81			91	
C (m) (vph)	935	795		98			289	
v/c	0.04	0.04		0.83			0.31	
95% queue length	0.12	0.13		4.55			1.31	
Control Delay	9.0	9.7		125.9			23.1	
LOS	A	A		F			C	
Approach Delay	--	--	125.9			23.1		
Approach LOS	--	--	F			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	FARHAD IRANITALAB			Intersection	CAMERON PARK/MIRA LOMA			
Agency/Co.	FARHAD & ASSOCIATES			Jurisdiction	EL DORADO COUNTY			
Date Performed	7/5/2004			Analysis Year	2004			
Analysis Time Period	EXISTING PM PLUS PROJECT							
Project Description GREEN VALLEY STATION SHOPPING CENTER								
East/West Street: MIRA LOMA				North/South Street: CAMERON PARK DR.				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	33	721	64	32	601	10		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR	35	783	69	34	653	10		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	41	1	34	9	1	75		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR	44	1	36	9	1	81		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		Y			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	1	1	1	0		
Configuration	LT		R	L		TR		
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR	LT		R	L		TR
v (vph)	35	34	45		36	9		82
C (m) (vph)	935	795	58		379	66		444
v/c	0.04	0.04	0.78		0.09	0.14		0.18
95% queue length	0.12	0.13	3.38		0.31	0.45		0.67
Control Delay	9.0	9.7	172.2		15.5	68.0		14.9
LOS	A	A	F		C	F		B
Approach Delay	--	--	102.6			20.2		
Approach LOS	--	--	F			C		

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Short Report

SHORT REPORT												
General Information							Site Information					
Analyst FARHAD IRANITALAB Agency or Co. FARHAD & ASSOCIATES Date Performed 7/19/2004 Time Period EXISTING AM + PROJECT							Intersection CAMERON PARK/MEDER Area Type All other areas Jurisdiction EL DORADO COUNTY Analysis Year 2004					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	1	1	1	1	0
Lane group				L		R		T	R	L	T	
Volume (vph)				122		118		387	150	142	522	
% Heavy veh				0		0		0	0	0	0	
PHF				0.92		0.92		0.92	0.92	0.92	0.92	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0	0	0	0	0	0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Phasing	WB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 17.0	G =	G =	G =	G = 7.0	G = 19.0	G =	G =				
	Y =	Y =	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 55.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate				133		128		421	163	154	567	
Lane group cap.				558		499		656	558	230	1036	
v/c ratio				0.24		0.26		0.64	0.29	0.67	0.55	
Green ratio				0.31		0.31		0.35	0.35	0.13	0.55	
Unif. delay d1				14.2		14.3		15.1	13.1	22.9	8.1	
Delay factor k				0.11		0.11		0.22	0.11	0.24	0.15	
Increm. delay d2				0.2		0.3		2.1	0.3	7.3	0.6	
PF factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control delay				14.4		14.5		17.3	13.4	30.2	8.7	
Lane group LOS				B		B		B	B	C	A	
Approch. delay				14.5			16.2			13.3		
Approach LOS				B			B			B		
Intersec. delay	14.6			Intersection LOS						B		

SHORT REPORT												
General Information							Site Information					
Analyst FARHAD IRANITALAB Agency or Co. FARHAD & ASSOCIATES Date Performed 7/19/2004 Time Period EXISTING PM + PROJECT							Intersection CAMERON PARK/MEDER Area Type All other areas Jurisdiction EL DORADO COUNTY Analysis Year 2004					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	1	1	1	1	0
Lane group				L		R		T	R	L	T	
Volume (vph)				77		86		665	150	116	604	
% Heavy veh				0		0		0	0	0	0	
PHF				0.92		0.92		0.92	0.92	0.92	0.92	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0	0	0	0	0	0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Phasing	WB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 17.0	G =	G =	G =	G = 5.0	G = 30.0	G =	G =				
	Y =	Y =	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 64.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate				84		93		723	163	126	657	
Lane group cap.				479		429		891	757	141	1158	
v/c ratio				0.18		0.22		0.81	0.22	0.89	0.57	
Green ratio				0.27		0.27		0.47	0.47	0.08	0.61	
Unif. delay d1				18.1		18.3		14.6	10.0	29.2	7.5	
Delay factor k				0.11		0.11		0.35	0.11	0.42	0.16	
Increm. delay d2				0.2		0.3		5.7	0.1	45.7	0.7	
PF factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control delay				18.3		18.6		20.3	10.2	75.0	8.1	
Lane group LOS				B		B		C	B	E	A	
Apprch. delay				18.4			18.5			18.9		
Approach LOS				B			B			B		
Intersec. delay	18.6			Intersection LOS						B		

SHORT REPORT												
General Information							Site Information					
Analyst <i>FARHAD IRANITALAB</i> Agency or Co. <i>FARHAD & ASSOCIATES</i> Date Performed <i>8/10/2005</i> Time Period <i>EX. PLUS PROJECT AM</i>							Intersection <i>OXFORD/CAMERON PARK</i> Area Type <i>All other areas</i> Jurisdiction <i>EL DORADO COUNTY</i> Analysis Year <i>2005</i>					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Lane group	LTR			LTR			L	TR		L	TR	
Volume (vph)	76	7	102	33	12	11	28	457	2	2	600	46
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0			2.0			2.0	2.0		2.0	2.0	
Ext. eff. green	2.0			2.0			2.0	2.0		2.0	2.0	
Arrival type	3			3			3	3		3	3	
Unit Extension	3.0			3.0			3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0			12.0			12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0			0			0	0		0	0	
Unit Extension	3.0			3.0			3.0	3.0		3.0	3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 7.0	G =	G =	G =	G = 20.0	G =	G =	G =				
	Y =	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 35.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	205			62			31	510		2	718	
Lane group cap.	295			298			299	1085		467	1074	
v/c ratio	0.69			0.21			0.10	0.47		0.00	0.67	
Green ratio	0.20			0.20			0.57	0.57		0.57	0.57	
Unif. delay d1	13.0			11.7			3.4	4.4		3.2	5.2	
Delay factor k	0.26			0.11			0.11	0.11		0.11	0.24	
Increm. delay d2	6.9			0.3			0.2	0.3		0.0	1.6	
PF factor	1.000			1.000			1.000	1.000		1.000	1.000	
Control delay	19.9			12.0			3.6	4.7		3.2	6.8	
Lane group LOS	B			B			A	A		A	A	
Apprch. delay	19.9			12.0			4.7			6.8		
Approach LOS	B			B			A			A		
Intersec. delay	8.0			Intersection LOS						A		

SHORT REPORT												
General Information							Site Information					
Analyst	FARHAD IRANITALAB						Intersection	OXFORD/CAMERON PARK				
Agency or Co.	FARHAD & ASSOCIATES						Area Type	All other areas				
Date Performed	8/10/2005						Jurisdiction	EL DORADO COUNTY				
Time Period	EX. PLUS PROJECT PM						Analysis Year	2005				
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Lane group		LTR			LTR		L	TR		L	TR	
Volume (vph)	37	7	94	7	5	7	178	878	20	11	617	83
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0			2.0		2.0	2.0		2.0	2.0	
Ext. eff. green		2.0			2.0		2.0	2.0		2.0	2.0	
Arrival type		3			3		3	3		3	3	
Unit Extension		3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0		0	0		0	0	
Unit Extension		3.0			3.0		3.0	3.0		3.0	3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 8.0	G =	G =	G =	G = 35.0	G =	G =	G =				
	Y =	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 51.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		153			22		198	998		12	778	
Lane group cap.		245			254		371	1300		215	1281	
v/c ratio		0.62			0.09		0.53	0.77		0.06	0.61	
Green ratio		0.16			0.16		0.69	0.69		0.69	0.69	
Unif. delay d1		20.1			18.4		4.0	5.3		2.6	4.3	
Delay factor k		0.21			0.11		0.14	0.32		0.11	0.19	
Increm. delay d2		4.9			0.1		1.5	2.8		0.1	0.8	
PF factor		1.000			1.000		1.000	1.000		1.000	1.000	
Control delay		25.0			18.5		5.5	8.1		2.7	5.1	
Lane group LOS		C			B		A	A		A	A	
Apprch. delay	25.0			18.5			7.7			5.1		
Approach LOS	C			B			A			A		
Intersec. delay	8.1			Intersection LOS						A		

APPENDIX “D”
CUMUATIVE PLUS PROJECT TRIPS LEVEL-OF-SERVICE CALCULATIONS

SHORT REPORT												
General Information							Site Information					
Analyst <i>FARHAD IRANITALAB</i> Agency or Co. <i>FARHAD & ASSOCIATES</i> Date Performed <i>08/06/2005</i> Time Period <i>CUMULATIVE + PROJECT</i> <i>AM</i>							Intersection <i>GREEN</i> <i>VALLEY/CAMBRIDGE</i> Area Type <i>All other areas</i> Jurisdiction <i>EL DORADO COUNTY</i> Analysis Year <i>2025</i>					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Lane group	L	TR		L	TR			LT	R		LTR	
Volume (vph)	18	834	76	59	673	4	130	9	109	8	8	31
% Heavy veh	0	1	0	0	1	0	0	1	0	0	1	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Arrival type	3	3		3	3			3	3		3	
Unit Extension	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0	12.0		12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0	0		0	
Unit Extension	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Phasing	Excl. Left	EB Only	WB Only	Thru & RT	NS Perm		06		07		08	
Timing	G = 4.0	G = 1.0	G = 1.0	G = 47.0	G = 15.0		G =		G =		G =	
	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4		Y =		Y =		Y =	
Duration of Analysis (hrs) = 0.25							Cycle Length C = 88.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	20	990		64	736			151	118		52	
Lane group cap.	185	1014		103	1111			233	275		276	
v/c ratio	0.11	0.98		0.62	0.66			0.65	0.43		0.19	
Green ratio	0.10	0.55		0.06	0.59			0.17	0.17		0.17	
Unif. delay d1	35.9	19.4		40.6	12.1			34.0	32.7		31.3	
Delay factor k	0.11	0.48		0.20	0.24			0.23	0.11		0.11	
Increm. delay d2	0.3	22.6		11.0	1.5			6.2	1.1		0.3	
PF factor	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
Control delay	36.1	42.0		51.6	13.6			40.2	33.7		31.6	
Lane group LOS	D	D		D	B			D	C		C	
Apprch. delay	41.9			16.6			37.4			31.6		
Approach LOS	D			B			D			C		
Intersec. delay	31.6			Intersection LOS						C		

SHORT REPORT												
General Information							Site Information					
Analyst <i>FARHAD IRANITALAB</i> Agency or Co. <i>FARHAD & ASSOCIATES</i> Date Performed <i>8/6/05</i> Time Period <i>CUMULATIVE + PRJECT PM</i>							Intersection <i>GREEN VALLEY/CAMBRIDGE</i> Area Type <i>All other areas</i> Jurisdiction <i>EL DORADO COUNTY</i> Analysis Year <i>2004</i>					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Lane group	L	TR		L	TR			LT	R		LTR	
Volume (vph)	39	839	168	119	743	39	128	18	146	14	17	22
% Heavy veh	0	1	0	0	1	0	0	1	0	0	1	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Arrival type	3	3		3	3			3	3		3	
Unit Extension	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0	12.0		12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0	0		0	
Unit Extension	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Phasing	Excl. Left	EB Only	WB Only	Thru & RT	NS Perm		06		07		08	
Timing	G = 4.0	G = 1.0	G = 5.0	G = 71.0	G = 14.0		G =		G =		G =	
	Y = 4	Y = 4	Y = 4	Y = 4	Y = 4		Y =		Y =		Y =	
Duration of Analysis (hrs) = 0.25							Cycle Length C = 115.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	42	1095		129	850			159	159		57	
Lane group cap.	141	1150		141	1299			168	197		118	
v/c ratio	0.30	0.95		0.91	0.65			0.95	0.81		0.48	
Green ratio	0.08	0.63		0.08	0.70			0.12	0.12		0.12	
Unif. delay d1	50.0	19.9		52.6	9.8			50.1	49.2		47.1	
Delay factor k	0.11	0.46		0.43	0.23			0.46	0.35		0.11	
Increm. delay d2	1.2	16.4		51.0	1.2			53.7	21.4		3.1	
PF factor	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
Control delay	51.2	36.3		103.6	11.0			103.9	70.6		50.2	
Lane group LOS	D	D		F	B			F	E		D	
Apprch. delay	36.8			23.2			87.2			50.2		
Approach LOS	D			C			F			D		
Intersec. delay	38.2			Intersection LOS						D		

Memorandum



TO: Douglas Kirkpatrick, President Quail Valley, Inc

CC: Larry Harris, Peter Berchtold, PMB Architect

FROM: Tom Kear

Date: September 26, 2024

RE: Green Valley Station Trip Generation Analysis

This memorandum presents the results of a trip generation analysis for the Green Valley Station shopping center. This trip generation analysis supports approval for Menchie's Frozen Yogurt to open a frozen yogurt shop in 1200 sqft of existing building space within Green Valley Station.

After providing background on Green Valley Station, this trip generation analysis has three components:

- A summary of the 2005 TIS trip generation assumptions and related conditions of approval, where we identify the land use and trip generation assumptions used in the Green Valley Station's planned development approval.
- A discussion of what constitutes restaurant space from the perspective of a transportation analysis. It is shown that with Menchie's Frozen Yogurt, Green Valley Station is under the 8000 sqft of restaurant space evaluated in the 2005 TIS.
- Anticipated trip generation from Green Valley Station land uses with the proposed Menchie's Frozen Yogurt and the adjacent (existing) Grocery Outlet. It is shown that the existing land uses are anticipated to generate fewer trips than what was considered in the 2005 TIS.

The Findings and Recommendations section at the end of this memorandum found that:

- Menchie's Frozen Yogurt would not put Green Valley Station over the 8000 sqft restaurant limit in its Planned Development permit.
- That anticipated Trip Generation from Green Valley Station with Menchie's Frozen Yogurt is less than what was assumed in the 2005 transportation impact study for Green Valley Station (note that this comparison includes the Grocery Outlet constructed in 2023).
- El Dorado County should not require additional transportation analysis before approving the reuse of 1200 sqft of existing building space as a Frozen Yogurt shop in Green Valley Station.

Green Valley Station Description

Green Valley Station was studied¹ in 2005 assuming 117,500 sqft of space, including 8,000 sqft of restaurant space (that study is herein referred to as the 2005 TIS). Though 117,500 sqft of space was studied by the 2005 TIS, the 2005 approval was for 64,079 sqft, with 8000 sqft of restaurant space and a remainder parcel for a 56,000 sqft grocery store (PD05-0004). 50,901 sqft of Green Valley station was constructed in 2007. This “main portion” of Green Valley Station was divided into 6 parcels (APN 116-301-006 through -011). Two of those parcels have undeveloped building pads, a 4,800 sqft pad on APN 116-301-009, and a 6,750 sqft pad on APN 116-301-010.

The remainder parcel for the 56,000 sqft grocery store was subsequently divided into two parcels. One of those was approved for a 16,061 sqft Grocery Outlet in 2021 and 2022 (PD-R20-0009) which was constructed in 2023 on APN 116-301-013. An undeveloped remainder lot (APN 116-301-114) exists on the eastern edge of Green Valley Station. That parcel does not have any known development applications at this time.

The site plan from the 2005 TIS is presented in **Figure 1**, and the center as it exists today with parcels identified, is shown in **Figure 2** (Grocery Outlet is now built).

2005 TIS for Green Valley Station

The 2005 transportation impact study for Green Valley Station analyzed 117,500 sqft of space (See **Table 1**). That 117,500 sqft included both the Green Valley Station shopping center (constructed in 2007) and the site where Grocery Outlet was constructed in 2023. Green Valley Station was approved as **PD05-004** in January 2006 and the Grocery Outlet was approved as **PD-R20-0009** on December 9, 2021, and January 25, 2022 (on appeal) . Between both approvals, the following land uses were approved:

- Green Valley Station 64,079 sqft of shopping center (including up to 8,000 sqft of restaurant)
- Grocery Outlet 16,061 sqft

A total of 80,140 sqft of the 117,500 sqft of commercial space originally considered by the 2005 TIS has been constructed. In total the 2005 TIS considered 8000 sqft of restaurant and 109,500 sqft of commercial space which resulted in a historic trip generation estimate of 8263 new daily trips, 420 new AM peak hour trips, and 701 new PM peak hour trips in the 2005 TIS (**Table 1**).

¹ Farhad and Associates (2005) Trip Impact Analysis for Green Valley Station Shopping Center, provided by personal communication with Zach Oates (El Dorado County DOT) on 9/5/2024.

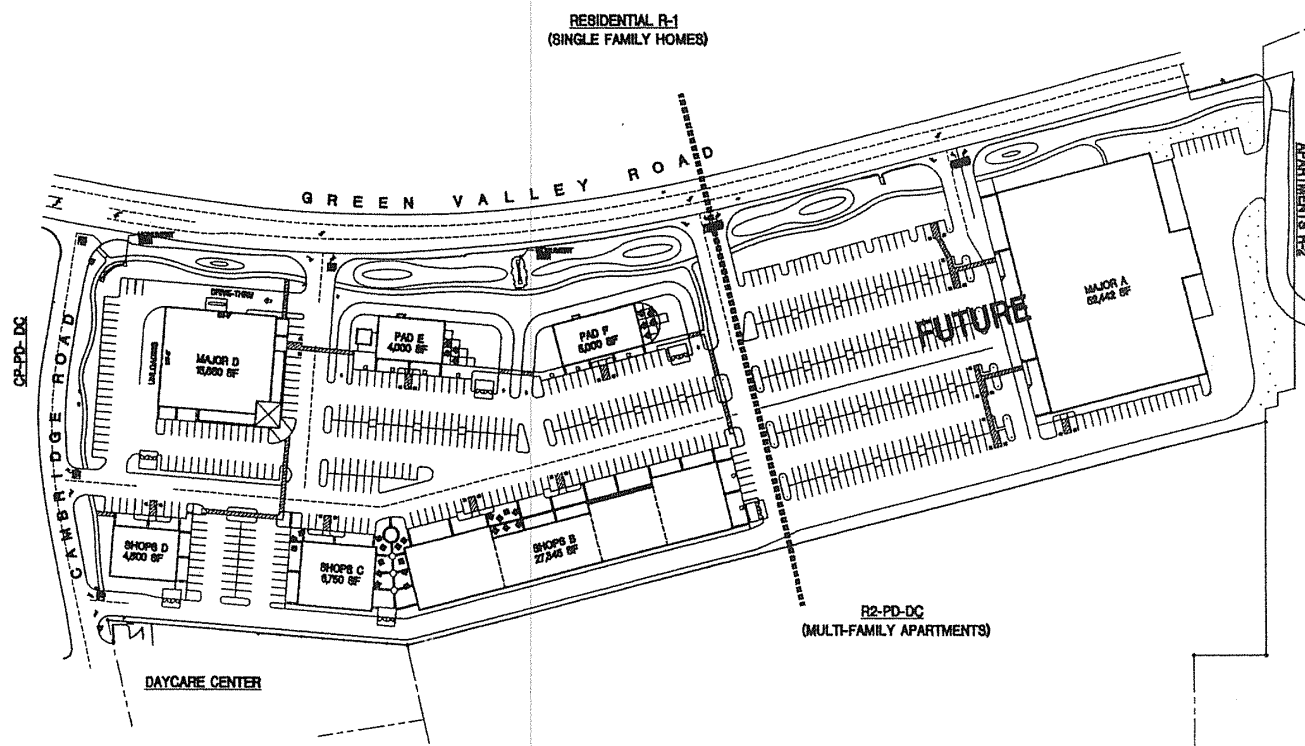


Figure 1. Site Plan from the 2005 Transportation Impact Study for 117,500 sqft Green Valley Station



Figure 2. Green Valley Station as it exists in September 2024 (Grocery Outlet is now built).

Table 1. Historic Trip generation assumptions from the 2005 TIS

Component	Daily Trips	AM Peak Hour			PM Peak Hour		
		In 51%	Out 49%	Total 100%	In 52%	Out 48%	Total 100%
FAST FOOD RESTAURANT (8,000 sqft) (496.12 daily trips/1000 sqft) (53.11 AM trips/1000 sqft) (34.64 PM trips/1000 sqft)	3,970	217	208	425	144	133	277
SUPERMARKET (56,000 sq. ft.) (102.24 daily trips/1000 sqft) (3.25 AM trips/1000 sqft) (10.45 PM trips/1000 sqft)	Daily Trips	In 61%	Out 39%	Total 100%	In 51%	Out 49%	Total 100%
	5,725	111	71	182	298	287	585
SPECIALTY RETAIL (38,500 sqft) (44.32 daily trips/1000 sqft) (2.71 PM trips/1000 sqft)	Daily Trips				In 44%	Out 56%	Total 100%
	1,706				46	58	104
DISCOUNT STORE (15,000 sqft) (56.02 daily trips/1000 sqft) (0.84 AM trips/1000 sqft) (5.06 PM trips/1000 sqft)	Daily Trips	In 68%	Out 32%	Total 100%	In 50%	Out 50%	Total 100%
	840	:9	4	13	38	38	76
Sub-Total	12,241	337	283	620	526	516	1042
Pass-By Trips (25%)	-3,060	-84	-70	-154	-131	-129	-260
Total new trips before shared trips reduction	9,181	253	213	466	395	387	782
Multi-Trip Reduction (10%)	-918	-25	-21	-46	-39	-39	-78
Net New Trips	8,263	228	192	420	353	348	701

Restaurant Space from The Perspective of Transportation Analysis

For traffic analysis, Project traffic is estimated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The ITE methodology estimates trips for a variety of different land uses, generally based on gross floor area (GFA).

A point of confusion appears to be whether outdoor seating areas should count toward restaurant space. According to ITE, GFA can include outdoor spaces that are covered and/or within the principal outside faces of the exterior walls. GFA does not include uncovered patios adjacent to a building such as that at Starbucks (**Figure 3**), Jamba Juice (**Figure 4**) or Mom and Pop Chicken Shop (**Figure 5**). Thus, only the interior spaces of these restaurants and coffee/donut shops count toward the 8000 sqft of “restaurant space” considered by the 2005 TIS.

Not all businesses are explicitly addressed by ITE trip generation data and often a “best match” needs to be used. Menchie's Frozen Yogurt would be anticipated to have lower trip generation characteristics than the “fast casual restaurant” or “fast food” classifications used by ITE and, would typically just be classified as “shopping center”. For example, a frozen yogurt or smoothie shop’s trip generation is likely closer to that of a generic shopping center business such as a dry cleaners or hair/nail salon than it is to a generic fast casual restaurant such as a “Mom and Pop Chicken Shop” or a high turnover sit down restaurant such as “Mikasa Asian Fusion”. Generally, restaurants would assume that a significant amount of the non-drive through food served is for onsite consumption.

Thus, from a traffic analysis perspective, Green Valley Station currently has 7,291 sqft of restaurant space. These restaurants include:

- Mom and Pop Chicken Shop (best classified as a fast casual restaurant);
- Domino's Pizza (best classified as a fast casual restaurant);
- Mikasa Asian Fusion (best classified as high turnover sit-down restaurant);
- Starbucks with drive-through (best classified as a coffee/donut shop with drive-through); and
- Jamba Juice with drive-through (best classified as a coffee/donut shop with drive-through).
Note that without the drive-through, Jamba Juice would not typically be considered a restaurant or coffee/donut shop.

The shopping center is therefore well below the allowed 8000 sqft of restaurant space. Frozen yogurt is not typically considered as restaurant/coffee shops or fast food/fast casual dining for purposes of transportation analysis. Thus, the Proposed Menchie's Frozen Yogurt does not push Green Valley Station over 8000 sqft of restaurant space.

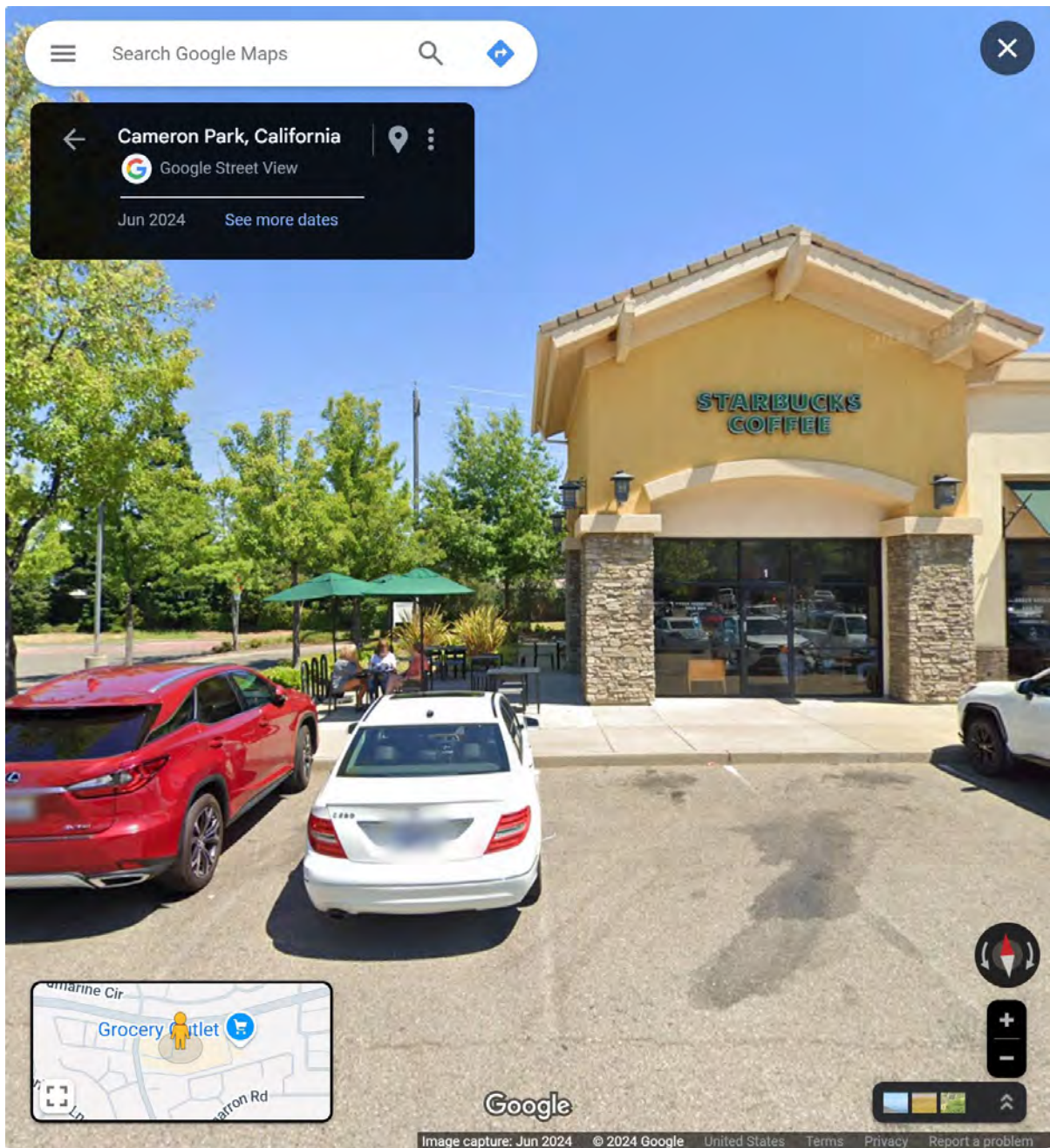


Figure 3. Starbucks patio area not included in GFA

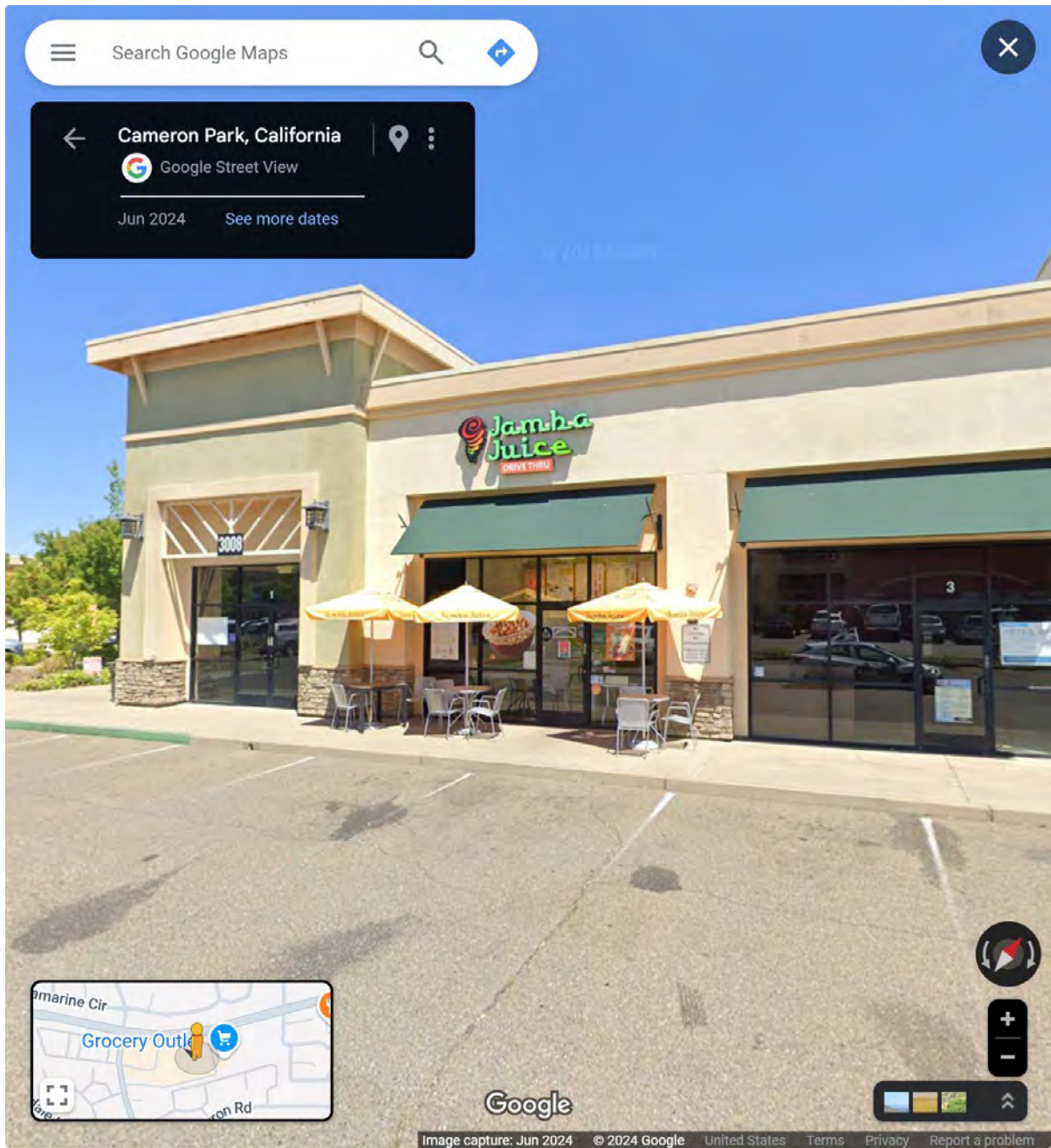


Figure 4. Jamba Juice patio area not included in GFA

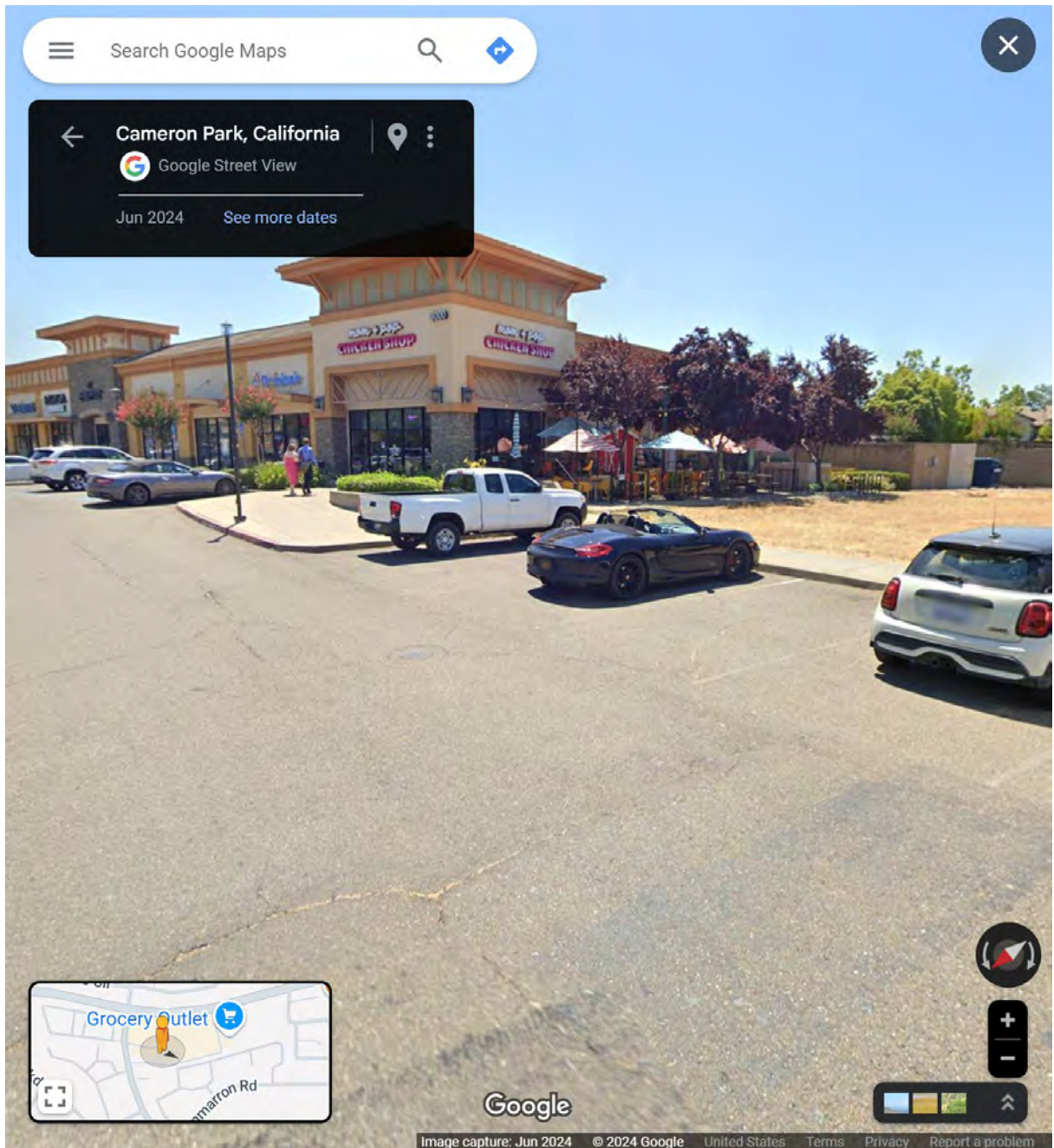


Figure 5. Mom and Pop Chicken Shop patio area not included in GFA

Anticipated Trip Generation from Green Valley Station Land Uses

Anticipated Green Valley Station trip generation from existing land uses with the proposed Menchie's Frozen Yogurt and the adjacent Grocery Outlet is shown in **Table 2**. Businesses identified as restaurants are shown with a yellow highlight, and the proposed Menchie's Frozen Yogurt is shown in a light-green highlight. The specific location of businesses (other than Grocery Outlet) can be seen in the current site plan (**Figure 6**).

Table 2. Current land use of Green Valley Station (including Grocery Outlet) with the addition of Menchie's Frozen Yogurt

ID	Business	ITE Land Use	Tenant	Sqft
APN 116-301-006				
T1	CVS	821	Shopping Plaza (40-150k)	15,678
APN 116-301-007				
T2	Starbucks	937	Coffee/Donut Shop with Drive-Through	1,600
T3	Ohana Moon Yoga	821	Shopping Plaza (40-150k)	2,400
APN 116-301-008				
T4	Menchie's Frozen Yogurt	821	Shopping Plaza (40-150k)	1,200
T5	Jamba Juice	937	Coffee/Donut Shop with Drive-Through	800
T6	Vacant constructed space	821	Shopping Plaza (40-150k)	2,000
APN 116-301-011				
T7	MOM AND POP CHICKEN SHOP	930	Fast Casual Restaurant (930)	1,971
T8	DOMINOS PIZZA	930	Fast Casual Restaurant (930)	1,460
T12	MIKASA	932	High-Turnover (Sit-Down) Restaurant	1,460
T9	Vacant constructed space	821	Shopping Plaza (40-150k)	1,460
T10	PACK & PRINT	821	Shopping Plaza (40-150k)	1,168
T11	BOOKHOUSE	821	Shopping Plaza (40-150k)	1,825
T13	DRY CLEANER AND ALTERATIONS	821	Shopping Plaza (40-150k)	1,460
T14	TIPS N TOES	821	Shopping Plaza (40-150k)	1,095
T15	Vacant constructed space	821	Shopping Plaza (40-150k)	1,460
T16	COIN WASH	821	Shopping Plaza (40-150k)	1,460
T17	BARBER SHOP	821	Shopping Plaza (40-150k)	1,225
T18	Vacant constructed space	821	Shopping Plaza (40-150k)	2,255
T19	KOVARS MARTIAL ARTS	821	Shopping Plaza (40-150k)	2,664
T20	EL DORADO FITNESS	821	Shopping Plaza (40-150k)	6,260
APN 116-301-009				
T21	Vacant unconstructed pad	n/a	n/a	-
APN 116-301-010				
T22	Vacant unconstructed pad	n/a	n/a	-
APN 116-301-013 and 116-301-014				
n/a	Grocery Outlet	821	Shopping Plaza (40-150k)	16,061
Total Developed space				66,962
Total Restaurant space				7,291

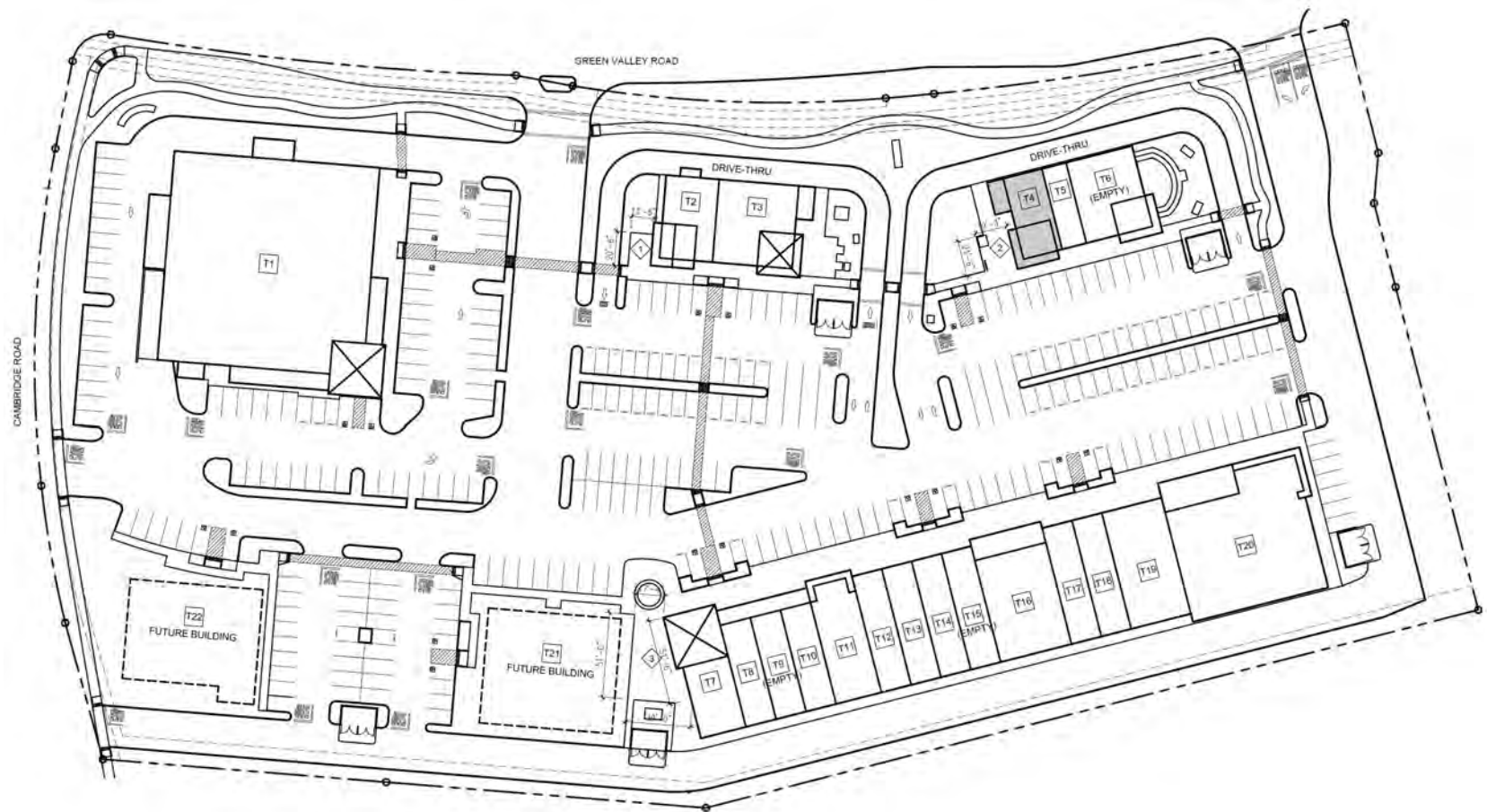


Figure 6. Green Valley Station as it exists today (Grocery Outlet is located outside and to the right of the layout shown in the figure)

Trip generation for these uses (including Grocery Outlet, Menchie's Frozen Yogurt, and three empty store fronts) is shown in **Table 3** below. Note that future trips associated with the vacant pads on APN 116-301-009, -010, and -014 are not accounted for. **Table 3** lists the gross trip generation for all land use categories and pass-by trips. Pass-by trips are trips that are already on adjacent streets and stop at Green Valley Station; thus, they add to traffic at the shopping center driveways, but do not effect adjacent street volumes. **Table 3** does not reflect additional trip reductions for internalization. Internalized trips are trips from one land use/store to another. For example, if a customer picked up a coffee from Starbucks after shopping at CVS, that would not create a new external vehicle trip for the Starbucks visit. Internalization is already built into the shopping center (ITE land use 821) trip generation rates, but there would be internalization between the restaurant and the remainder of the shopping center that would further reduce the shopping center's overall trip generation.

To avoid any confusion over the accounting for internal trips when ITE land use #821 is being utilized, internalization was not considered in this analysis.

Table 3. Green Valley Station (including Grocery Outlet) anticipated trip generation today with the addition of Menchie's Frozen Yogurt

ITE Land Use	Description	Sqft	Daily	AM	PM
Gross Trip Generation					
821	Shopping Plaza (40-150k)	59671	5638	211	539
930	Fast Casual Restaurant (930)	3431	333	5	43
932	High-Turnover (Sit-Down) Restaurant	1460	157	14	13
937	Coffee/Donut Shop with Drive-Through	2400	1281	206	94
Total Gross Trip Generation		66,962	7409	436	689
Pass-By Trip Reduction Adjustment					
821	Shopping Plaza (40-150k)				-216
930	Fast Casual Restaurant (930)				
932	High-Turnover (Sit-Down) Restaurant				-6
937	Coffee/Donut Shop with Drive-Through			-103	-47
Total Gross Pass-By Trip Reduction			0	-103	-269
Internal Trip Reduction Adjustment					
821	Shopping Plaza (40-150k)	not necessary for this analysis			
930	Fast Casual Restaurant (930)				
932	High-Turnover (Sit-Down) Restaurant				
937	Coffee/Donut Shop with Drive-Through				
Total Gross Internal Trip Reduction			n/a	n/a	n/a
Net Trip Generation					
821	Shopping Plaza (40-150k)		5638	211	323
930	Fast Casual Restaurant (930)		333	5	43
932	High-Turnover (Sit-Down) Restaurant		157	14	7
937	Coffee/Donut Shop with Drive-Through		1281	103	47
Total Net Trip Generation (before internalization)			7409	333	420

Findings and Recommendations

Finding 1: Menchie's Frozen Yogurt does not put Green Valley Station over 8000 sqft of restaurant space. As restaurants are defined for transportation and trip generation analysis, Green Valley Station with Menchie's Frozen Yogurt will be below the 8000 sqft of restaurant space allowed by its planned development permit.

Finding 2: Current day trip generation (With Menchie's Frozen Yogurt) is lower than what was assumed in 2005. Trip Generation from Green Valley Station, with Menchie's Frozen Yogurt is anticipated to be much lower than what was anticipated in the 2005 TIS (**Table 4**). Note that this is a conservative comparison as the 2005 TIS trip generation estimate included a 10% reduction for trip internalization, and the Green Valley Station (with Menchie's Frozen Yogurt) trip generation estimate does not incorporate a reduction for trip internalization.

Table 4. Green Valley Station trip generation comparison

Time Period	2005 TIS Trip Generation Estimate	Green Valley Station with Menchie's Frozen Yogurt Trip Generation Estimate
Daily	8263	7409
AM Peak Hour	420	333
PM Peak Hour	701	420

Recommendation: El Dorado County should not require additional transportation analysis before approving the reuse of 1200 sqft of existing building space as a Frozen Yogurt shop in Green Valley Station.

If you or El Dorado County have any questions about our analysis, findings, or recommendations, please do not hesitate to contact me (Dr. Kear) at (916) 340-4811 or tkear@tkearinc.com.