



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.

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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

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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 otherwise 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.

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

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

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

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

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

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

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

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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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.
- a. **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.
- b. **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.
- c. **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.

- d-e. **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

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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

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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.

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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.

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

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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.

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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. Does the project:				
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

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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.		EXHIBIT H - ORIGINAL IS/ND If a follow-up noise assessment is not 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 placed 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

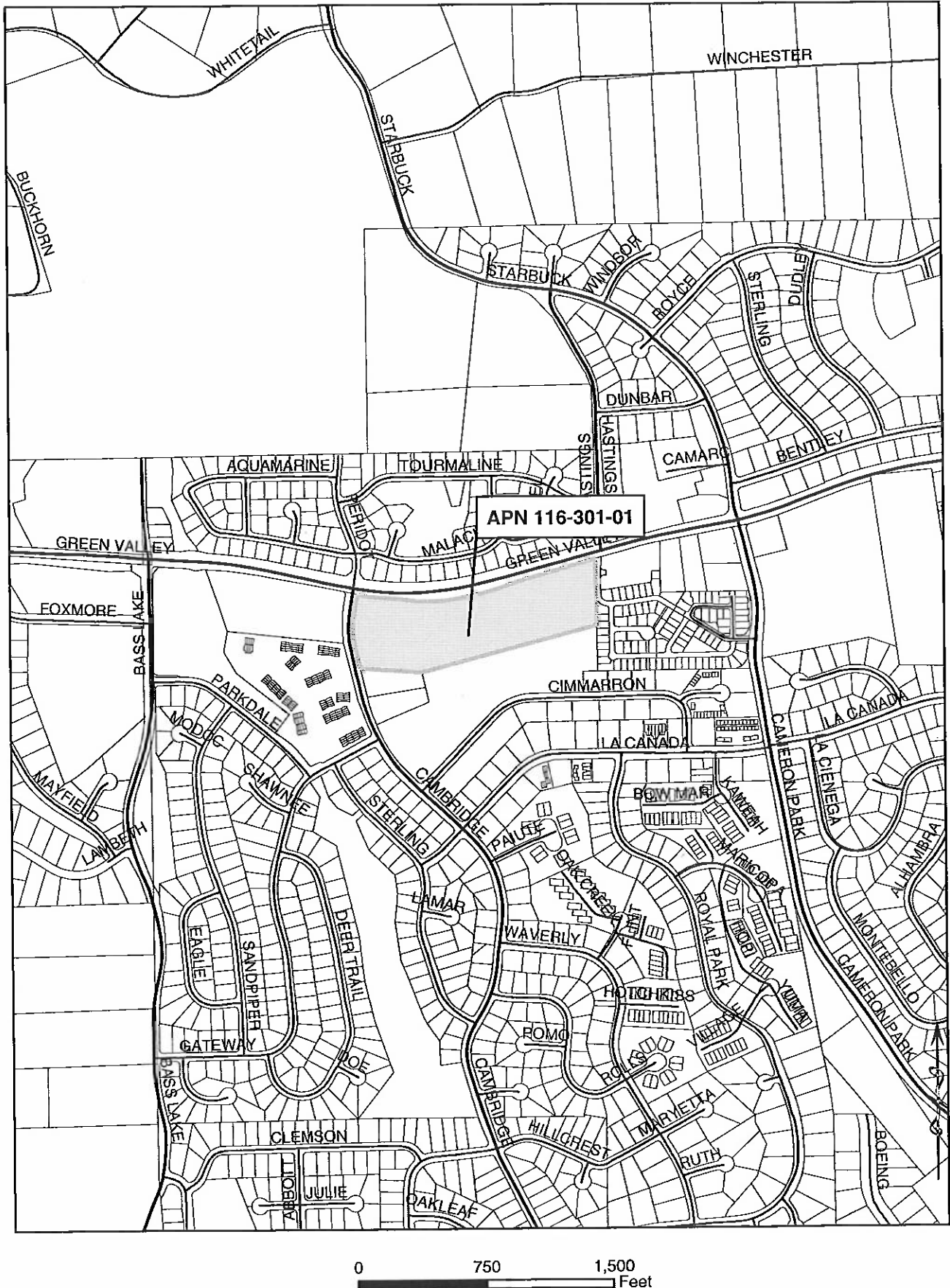
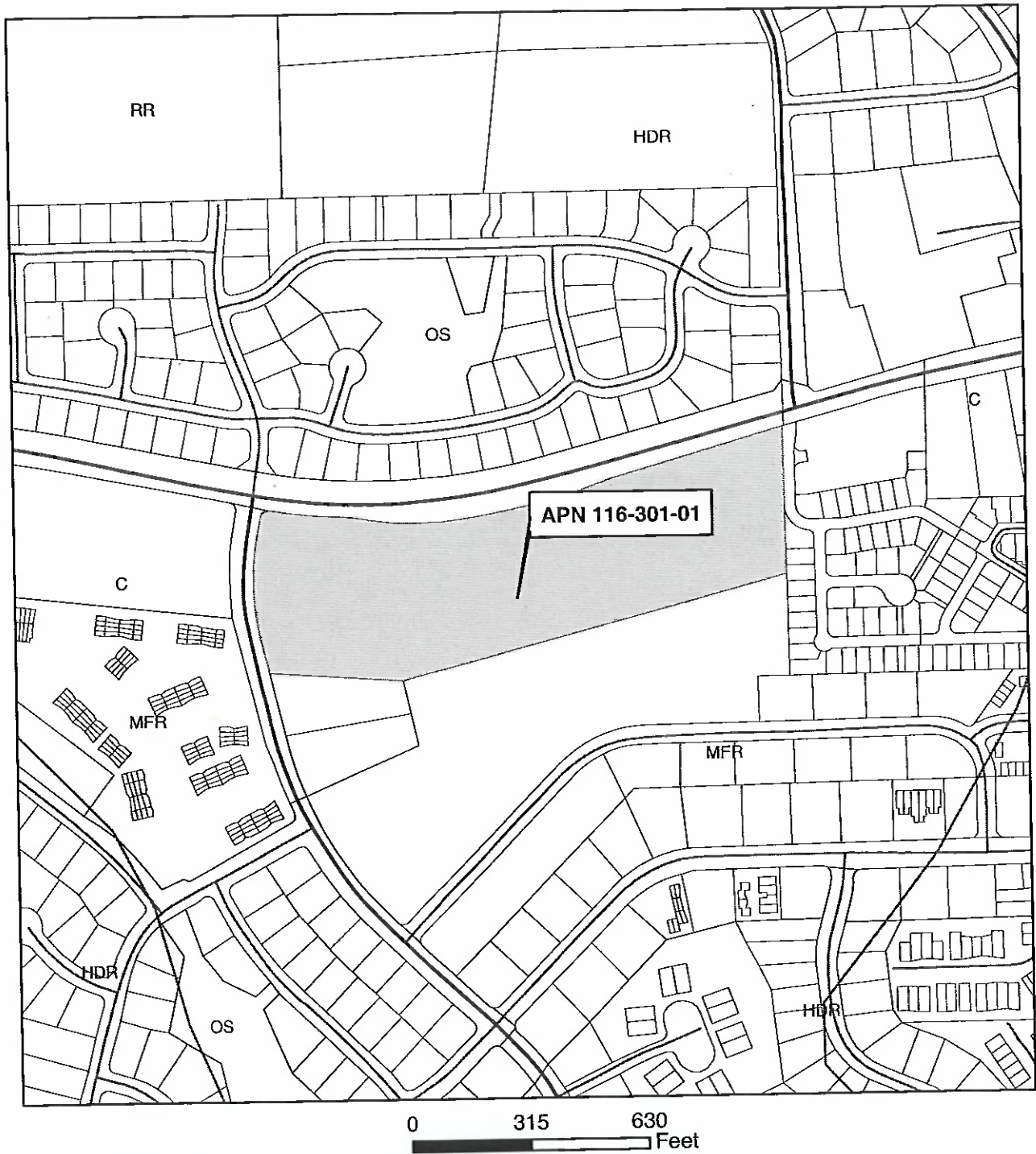


Exhibit B: General Plan Land Use

File No. Planned Development PD95-0004



Commercial Land Use Designation



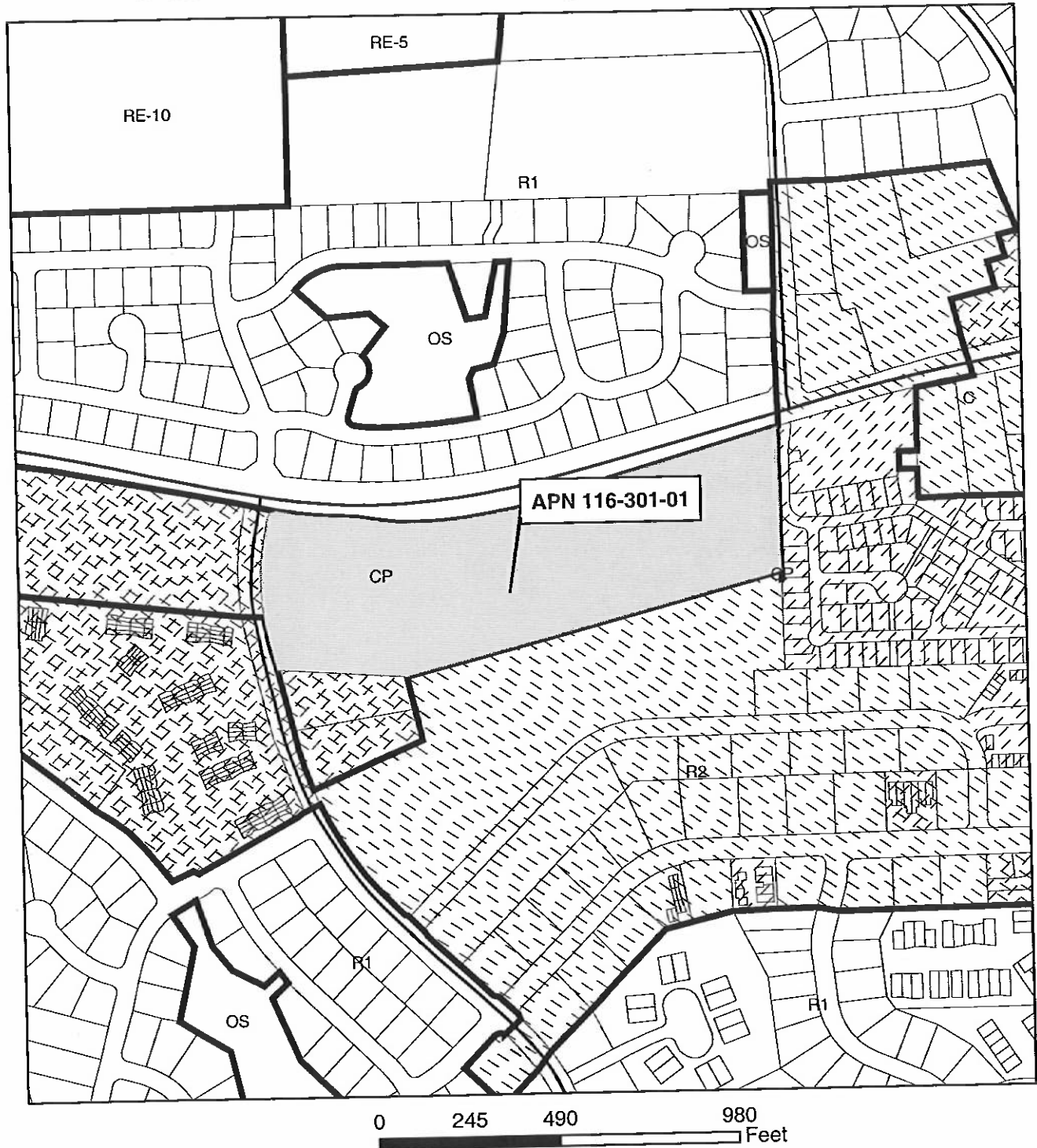
Multifamily Residential Land Use Designation



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