

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



**Agenda of:** October 28, 2021

**Staff:** Bianca Dinkler

**PLANNED DEVELOPMENT PERMIT REVISION**

**FILE NUMBER:** PD-R20-0009/Grocery Outlet at Green Valley Station, Phase II

**APPLICANT** Boos Development West, LLC

**PROPERTY OWNER:** Green Valley & Winterhaven, LLC

**REQUEST:** A Planned Development Permit Revision to modify an approved development plan for Green Valley Station (original permit PD05-0004) to develop a new 16,061 square foot Grocery Outlet. The project includes associated improvements with 77 standard parking spaces, four handicapped-accessible parking spaces, lighting, landscaping, recycling/trash enclosures, building signage, and one freestanding monument sign.

**LOCATION:** On the south side of Green Valley Road, approximately 600 feet west of the intersection with Winterhaven Drive, in the Cameron Park area, Supervisorial District 2. (Exhibits A, B).

**APN:** 116-301-012 (Exhibit C)

**ACREAGE:** A 2.0-acre portion of an undeveloped 5.37-acre parcel

**GENERAL PLAN:** Commercial (C) (Exhibit D)

**ZONING:** Commercial Community within Planned Development and Airport Safety Combining Zones (CC-PD-AA) (Exhibit E)

**ENVIRONMENTAL DOCUMENT:** Mitigated Negative Declaration and Initial Study (Exhibit JJ)

**RECOMMENDATION:** Staff recommending the Planning Commission take the following actions:

1. Adopt the Mitigated Negative Declaration based on the Initial Study prepared by staff;

2. Adopt a Mitigation Monitoring Program in accordance with California Environmental Quality Act (CEQA) Guidelines 15074(d), based on the Mitigation Measures contained in the Mitigated Negative Declaration and Initial Study; and
3. Approve Planned Development Permit Revision, PD-R20-0009, based on the Findings and Conditions of Approval (COA) as presented herein.

## **EXECUTIVE SUMMARY**

Approval of the Planned Development Permit Revision, PD-R20-0009, would allow the construction and operation of a new 16,061 square foot Grocery Outlet. The project includes associated improvements including 77 standard parking spaces, four handicapped-accessible parking spaces, lighting, landscaping, recycling/trash enclosures, building signage, and one freestanding monument sign. Access to the project site would be from Green Valley Road, a County-maintained roadway. The project includes improvements to Green Valley Road, with a 6-ft wide meandering sidewalk along part of the northern property boundary line adjacent to Green Valley Road, and expansion of the existing utilities on-site by extending the public utility lines with 400-ft of sewer force main and 1,400-ft of waterline. Electricity/utilities would be provided by connecting to PG&E. The project was analyzed for consistency with the applicable General Plan Policies and the Zoning Ordinance. (Exhibits F, G, H, I, J, K, L and M).

## **BACKGROUND**

The original adopted Planned Development for Green Valley Station (PD05-0004, Exhibit HH) was approved on January 26, 2006 by the Planning Commission. Phase I of the project included a 64,079 square foot commercial shopping center on a 12.94-acre parcel featuring two drive-up fast food establishments and a pharmacy retailer with a drive-up pharmacy window. The adopted development plan also included a future Phase II, without specific uses. The subject parcel remained undeveloped until the current proposal, which was submitted November 13, 2020. The proposed Planned Development Permit Revision, PD-R20-0009, would be a portion of Phase II to develop a Grocery Outlet on a 2.0-acre portion of the 5.37-acre parcel. Additional commercial uses on the remaining acreage would be proposed in a separate application at a future time. In accordance with the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration and Initial Study with Mitigation Measures were published for a 20-day public review from September 3, 2021 to September 23, 2021.

## **EXISTING CONDITIONS/SITE CHARACTERISTICS**

**Site Description:** The subject parcel is a 5.37-acre undeveloped lot. Elevation ranges from 1,385 to 1,378 feet above mean sea level. The western portion of the parcel would be impacted by the implementation of the proposed project, while the eastern portion may be impacted by future commercial uses. Based on a field visit by staff on February 17, 2021, and comprehensive analysis contained in the Biological Resources Assessment, Wetland Reconnaissance Survey, and Tree Inventory prepared by HELIX Environmental, dated April 9, 2021 (Exhibits O and P), the site is located within a commercial and residential area in the northern portion of Cameron Park and surrounded by commercial and residential development on all sides. The site is

generally bordered by existing developed commercial parcels on the west and residential development to the north, south, and east. Table 1 below details the uses and land use designations. The northern border of the site abuts Green Valley Road. Winterhaven Drive borders the site to the east. The site is a vacant lot that is in a relatively disturbed condition. Historic aerial imagery indicates that the Study Area has been subject to a variety of re-occurring ground disturbance activities since 1946, including disking and staging of materials. The contours of the site reflect a history of fill, grading, and other modifications resulting in tire ruts, small hills, and debris piles currently making up the microtopography. The site appears to have been cleared of any trees and other woody vegetation prior to 1946 and has been comprised of grassland and herbaceous cover since then. The majority, if not all, of the site was disturbed in 2007 during construction of the adjacent shopping center to the west of the site. Currently, the northern half of the site contains large mounds of soil likely stockpiled on the site during development of the surrounding areas. The site slopes from north to south, with dirt mounds present in the northern portion. Vegetation on site is considered ruderal/disturbed habitat, which totals approximately 5.37 acres. The habitat on this site is either unvegetated or heavily dominated by a dense cover of non-native annual grasses, with small patches of native and non-native grasses and forbs.

**Table 1. Adjacent Uses**

	<b>Zoning:</b>	<b>General Plan:</b>	<b>Improvements:</b>
<b>Site:</b>	Community Commercial (CC)	Commercial (C)	Vacant, undeveloped land
<b>North:</b>	Single-unit Residential (R1)	High Density Residential (HDR)	Single-unit residential
<b>East:</b>	Multi-unit Residential (RM)	Multi-family Residential (MFR)	Multi-family residential
<b>South:</b>	Multi-unit Residential (RM)	Multi-family Residential (MFR)	Knolls at Green Valley Apartments
<b>West:</b>	Community Commercial (CC)	Commercial (C)	Commercial shopping center (Green Valley Station, Phase I)

**PROJECT DESCRIPTION**

A Planned Development Permit Revision, PD-R20-0009, to modify an approved development plan, PD05-0004 Green Valley Station, to allow development of a new 16,061 square foot market, Grocery Outlet, on a 2.0-acre portion of the 5.37-acre parcel. In accordance with the Parking and Loading Standards in the Community Design Standards, the project includes associated improvements for 77 standard parking spaces, four (4) handicapped-accessible parking spaces, lighting, landscaping, recycling/trash enclosures, building signage, and one freestanding monument sign. Access would be from Green Valley Road, a County-maintained roadway. The project includes road improvements to Green Valley Road, with a 6-ft wide meandering sidewalk along part of the northern property boundary line adjacent to Green Valley Road, and expansion of the existing utilities on-site by extending the public utility lines with

400-ft of sewer force main and 1,400-ft of waterline. Electricity/utilities would be provided by connecting to PG&E. Typical hours of operation are 8:00am-9:00pm 7 days per week, and the number of employees would be 30. There would be mutual access and reciprocal shared parking between both developments for Phase I and a portion of Phase II for the Green Valley Station.

**Access/Circulation/Parking:** The project was reviewed by the County Department of Transportation (DOT) and they provided comments (Exhibit U). These comments have been incorporated as COA for the project. The Cameron Park Fire Department reviewed the project however have not provided formal conditions at this time. The Cameron Park Fire Department would review the project improvement plans at time of building permit review for compliance with the Fire District's adopted standards. Access would be from Green Valley Road, which is proposed to be improved to meet the standards required by the County Transportation Division and Cameron Park Fire Department. The proposed project would require frontage improvements to Green Valley Road to Caltrans A2-6 standards, or County type 2 curb and gutter; and a requirement to obtain an encroachment permit from DOT; and a 6-ft wide meandering sidewalk along part of the northern property boundary line adjacent to Green Valley Road. Proposed on-site vehicle and pedestrian circulation would be from 30-foot wide drive-isle with two-way traffic on the interior of the project site around the parking spaces and building, and would be comprised of asphaltic concrete. There would be 77 standard parking spaces, and four handicapped parking spaces. There would be connectivity to the existing drive aisles to the existing commercial development to the west. The project also includes trash enclosures and a truck dock loading area.

**Public Water/Sewer/Fire Hydrants/Utilities:** Both water and sewage disposal for the proposed project would be served by connecting to El Dorado Irrigation District (EID). EID reviewed the proposed project and provided comments in the Facility Improvement Letter (FIL) verifying water and sewer connectivity, recommended improvements, and adequacy of the existing system for fire service and fire hydrants (Exhibit Y). The proposed project would require 24 Equivalent Dwelling Units (EDUs) of water. An 8-inch water line is located along the western project boundary and two 8-inch water line stubs extend toward the parcel. An 18-inch water transmission main (Gold Hill Interie) is located adjacent to Green Valley Road. The Cameron Park Fire Department determined the minimum fire flow would be 1,750 gallons per minute (GPM) for 2-hour duration while maintaining a 20-psi residual pressure. According to the Fire District's hydraulic model, the existing system can deliver the required fire flow. In order to provide this fire flow and receive service, the project would need to construct a looped water line extension connecting to the 8-inch water line stubs located near the western property boundary, to be reviewed by the Fire District. There is a 6-inch sewer line abutting the eastern property line in Winterhaven Drive. This sewer line has adequate capacity at this time. In order to receive service from this line, an extension of facilities of adequate size must be constructed. The project would require 16 EDUs of sewer service. Proposed water lines, sewer lines, and related facilities shall be located within an easement and shall remain accessible by conventional maintenance vehicles. Easements for any new EID facilities constructed by the project must be granted to EID prior to approval of water and sewer improvements, whether onsite or offsite. For reference, a Preliminary Utility Plan (Exhibit J) illustrates existing and proposed water and sewer improvements. The Cameron Park Fire Department in cooperation with CAL FIRE reviewed the project however did not provide formal comments. Documentation from EID would be provided

to verify the project would meet required fire flow. Initial comments from EID indicated that the existing fire hydrant would suffice to serve the proposed project, Grocery Outlet. The final determination would be approved by the Cameron Park Fire Department/CAL FIRE during Civil Plan review. Electricity/utilities would be provided by connecting to PG&E (Exhibit DD).

**Grading, Drainage, Utilities:** Preliminary Grading, Drainage, and Utility Plans are included and show the proposed improvements to cut/fill/export grading amounts, design flow of drainage system, and all proposed utilities. The finished pad for the store is proposed to be at an elevation of 1,141 feet. (Exhibits I, J).

**Building Elevations and Design:** The building elevations and design are shown in the Building Elevations which include the perimeter elevations, conceptual roof plan/parapets, details of the building materials, architectural theme, heights, and paint colors. The Grocery Outlet building would be made of stucco. The paint colors would feature Heritage Red, Shoreline (tan), Gray stone, Kendall Charcoal, and Carriage Red. The building would have accents of stacked Adhered Stone Veneer and painted smooth-face concrete masonry units. The proposed building design would be similar to the existing building design in the adjacent commercial shopping center at Green Valley Station. (Exhibit G).

**Fencing/Sound Wall:** The majority of the subject property is open except for an existing wood fence along the south property line adjacent to Knoll at Green Valley Apartments. As shown on the Site Plan (Exhibit F), a new 8-ft sound wall would be constructed along the southern property line to reduce noise from the daily operations of the market, Grocery Outlet. As stated in the Noise and Vibration Assessment prepared for the project (Exhibit Q), “the sound attenuation wall shall be solid and may be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks, gaps, through or below the wall. Any seams or cracks must be filled or caulked. The noise barriers shall meet a minimum Sound Transmission Class (STC) rating of 22 to 23 to adequately ensure noise reduction”. The new wall is a requirement of CEQA based on the recommended Mitigation Measures as discussed in the Mitigated Negative Declaration and Initial Study. (Exhibit JJ).

**Landscape Details:** A Landscape Plan is included for the proposed project showing approved drought-tolerant plant and tree species that comply with the Landscaping and Irrigation Standards contained in the Community Design Standards, as well as with the County’s Model Water Efficient Landscape Ordinance (MWELo). (Exhibit H).

**On-Site Lighting and Signage:** Project lighting is shown on the Building Elevations, Lighting Plan, and Sign Plan (Exhibits G, L, and M). Lighting would utilize LED technology and is designed to minimize nighttime glare. All lighting would be manufactured to U.L. Specifications and would be installed according to Federal Aviation Administration (FAA) requirements for safety. One freestanding monument sign with the Grocery Outlet logo would be at the project entrance. The sign dimensions are 12-ft x 9-ft for a total sign area of 50 sq. ft. and would feature ground lighting LED illumination. The proposed lighting and signage are consistent with the standards in the Zoning Ordinance.

## ANALYSIS

**General Plan Consistency:** The project is consistent with all applicable General Plan policies including: Policy 2.1.1.2 (establish Community Regions), Policy 2.1.1.7 (development within Community Regions), Policy 2.2.1.2 (Commercial land use designation), Policy 2.2.1.5 (building intensities in Commercial land use designation), Policy 2.2.5.2 (General Plan Consistency), Policy 2.2.5.13 (land uses adjacent to or surrounding airport facilities), Policy 2.2.5.21 (compatibility with adjoining land uses), Policy 2.5.2.1 (neighborhood commercial centers), Policy 2.8.1.1 (nighttime light), Policies TC-Xa through TC-Xi (Transportation and Circulation Element), Policy 5.1.2.1 (adequacy of public services and utilities), Policy 5.7.1.1 (adequate emergency water supply, storage, conveyance facilities, and access for fire protection), Policy 6.5.1.2 (noise analysis), Policy 6.5.2.1 (all projects within the Airport Noise Zones of the Cameron Airpark shall be evaluated against the applicable policies in the ALUCP), Policy 7.4.2.8 (biological resources assessment), and Policy 7.5.1.3 (cultural resources). Further analysis of each policy is discussed in the Findings section below.

**Zoning Ordinance Consistency:** Staff has determined that the proposed project, as conditioned, is consistent with all applicable standards and requirements of Title 130 of the County Zoning Ordinance. The project parcel is zoned CC-PD-AA and the project has been analyzed in accordance with all applicable development standards for this zone district. As conditioned the project will conform to the applicable development plan standards as shown below and more fully described in the Findings.

**Community Design Standards:** In addition to meeting the Zoning Ordinance standards, the site layout and improvements for the project are consistent with the Landscaping and Irrigation Standards, Outdoor Lighting Standards, and Parking and Loading Standards in the Community Design Guidelines (adopted by the County Board of Supervisors in December 2015). Further, the recommendations of the Cameron Park Design Review Committee (CPDRC), which reviewed the proposed project at their meeting on January 25, 2021, were incorporated into the project design, as applicable. (Exhibit Z).

**Effects of Adjacency to Cameron Park Airport:** The subject parcel is located in Cameron Park Airport District - Safety Zone 6. The Cameron Park Airport District reviewed the project and provided comments February 15, 2021 which have been incorporated into the project conditions. (Exhibit AA).

## PROJECT COMMENTS AND CONDITIONS OF APPROVAL (COA)

The project was distributed to all applicable local and state agencies for review and comment. Comments were received from the EID, CPDRC, Cameron Park Airport District, Air Quality Management District (AQMD), County Environmental Management Department, County Surveyor's Office, County Department of Transportation, Shingle Springs Band of Miwok Indians (SSBMI), United Auburn Indian Community (UAIC), and PG&E. All agencies that recommended conditions have been incorporated into the project, as applicable.

## **PUBLIC COMMENTS**

As of date, public comments were submitted to Planning Services from: Andrew Grundman of Protect CEQA, Chad Sandefer, Connie and Patrick Rodgers, Patrick Rodgers, Ernest Bakerman of Residents for a Safe Cameron Park, and S. Smith. In response to the CEQA public comments, County responses were submitted by AQMD, DOT, and Stormwater. The applicant provided responses by Raney Planning and Management, and Kimley-Horn. All CEQA public comments, County responses, and applicant responses are included with this Staff Report (Exhibits EE, FF, and GG).

## **APPLICABILITY OF PREVIOUS PLANNED DEVELOPMENT**

The Findings and COA from the original approved development plan for Green Valley Station, PD05-0004, are included for reference (Exhibit HH); however, the original COA were based on analysis and requirements from 2005. The proposed revision would only be subject to the new COA contained in this Staff Report, which is based upon comments received from Agencies that have reviewed the current project; and analysis by staff in accordance with current requirements.

## **PUBLIC NOTICE**

No formal public outreach was conducted by the County, and a public outreach plan was not required for this project pursuant to the County Zoning Ordinance. However, the project was duly noticed for a Planning Commission public hearing with a public notification range of 1,000 feet and a legal advertisement was published in applicable local newspapers. In addition, project notification was also posted on the Planning Services Planning Commission webpage. No physical sign posting is required for a Planned Development Revision.

## **ENVIRONMENTAL REVIEW**

In accordance with CEQA staff has prepared an Initial Study analyzing the potential environmental effects resulting from the implementation of the project. Based on the Initial Study, a Mitigated Negative Declaration has been prepared with recommended Mitigation Measures; the environmental review document was circulated for public review from September 3, 2021 to September 23, 2021. The proposed project and site-specific environmental conditions, which have been disclosed in the Project Description and analyzed in Items I through XVIII of the CEQA document, show there would be no significant impacts anticipated related to aesthetics, agriculture/forest resources, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use planning, mineral resources, noise, population/housing, public services, recreation, traffic/transportation, tribal cultural resources, or utilities/service systems that would combine with similar effects such that the project's contribution would be cumulatively considerable. For all categories (except biological resources, cultural resources, noise, and tribal cultural resources which have incorporated mitigation measures MM BIO-01, MM BIO-02, MM CUL-01, MM NOI-01, MM NOI-02, MM NOI-03, and MM TCR-01), a determination of either less than significant impacts or no impacts would be anticipated. (Exhibit JJ). The applicant shall submit

to Planning Services a \$50.00 recording fee as required by the County Recorder to file the Notice of Determination by the County.

**Response to CEQA Public Comments:** During the Public Notice time period of the CEQA document, Public Comments were submitted to the County with concerns on potential impacts to air quality, biological resources, community safety, noise, and traffic. Planning staff reviewed the proposed project for consistency with all applicable Zoning Ordinance development standards, and General Plan Policies. A Mitigated Negative Declaration was prepared with Mitigation Measures to reduce identified potential impacts to a level of less than significant. Technical reports in compliance with CEQA were required and provided by the applicant including an Air Quality and Greenhouse Gas Impact Analysis, Biological Resource Evaluation, Protected Tree Inventory, Cultural Resources Records Search, AB-52 Tribal Consultation, Noise and Vibration Assessment, Traffic Impact Study, Vehicle Miles Traveled (VMT) Analysis, Urban Decay Analysis, Preliminary Grading and Drainage Plan, Post-Development Watershed Plan, Utilities Plan, Landscaping Plan, Lighting Plan, and Sign Plan. The Mitigation Measures are based on the recommendations from technical reports conducted by licensed biologists, economic analysts, and professional engineers. Planning staff support their professional recommendations. Here is a detailed response to each category of concern with specific reference to supporting documentation included as Exhibits with this Staff Report:

**Air Quality:** An Air Quality and Greenhouse Gas Impact Analysis was prepared for the project by RANEY Planning and Management, dated July 2021. The conclusion stated that the proposed project would not result in a cumulatively considerable net increase of a criteria air pollutant for which the project region is non-attainment under an applicable ambient air quality standard, and a less than significant impact would result. County AQMD provided a response memo dated September 27, 2021 stating that AQMD conditions are included for the project, that the state regulates and enforces refrigerants, and that they concur with the findings of the Air Quality and Greenhouse Gas Impact Analysis that determined impacts are found to be less than significant. The applicant provided a response memo from Raney Planning and Management dated September 27, 2021 stating that refrigerants are subject to state regulations and starting in 2022 new equipment that uses more than 50 pounds of refrigerant would be required to use refrigerant with a GWP of less than 150. The proposed project would comply with this state regulation and use less than 150 GWP. Regarding contribution to harmful air quality, CARB does not identify grocery stores as major sources of air pollution. (Exhibits T, W, EE, FF, GG, and JJ).

**Biological Resources:** A Biological Resources Evaluation, Wetland Delineation, and Tree Inventory were prepared by HELIX Environmental Planning dated April 9, 2021. No special status species (wildlife) were identified on-site and there is low potential of presence of any special species, however the site could provide suitable habitat for nesting migratory birds and other native birds, therefore a mitigation measure is included to require a pre-construction survey. Implementing the following mitigation strategy would reduce impacts to a level of less than significant. There is one native oak tree on-site, a large Blue Oak, identified by the Tree Inventory prepared by HELIX Environmental. The tree is large enough to be protected as it has a total of three stems measuring 5.0, 4.5, and 2.0 inches DBH for a total of 11.5 DBH. The Blue Oak shall be protected from development with installation of temporary neon orange plastic



fencing. Protective fencing shall remain in place throughout construction, and until project completion. (Exhibits O, P, and JJ).

**Community Safety:** The project was distributed to the El Dorado Sheriff's Office (EDSO) for review however no project conditions were required. The EDSO would respond to any calls for local law enforcement response as it would pertain to the issue of community safety. This is further discussed in Section XIV (b.) of the MND. There are no County policies on the issue of the potential for a proliferation of grocery carts in the community and the store operator would oversee any complaints regarding the grocery carts. (Exhibit EE and JJ).

**Noise:** A Noise and Vibration Assessment was conducted for the proposed project by HELIX Environmental Planning, Inc., dated 4/09/21. Based on results of this analysis, and as discussed in the MND, the completion of the grocery store is not expected to generate noise levels exceeding the performance standards contained within Chapter 130.37 of the Zoning Ordinance, and General Plan Policies. Further, with the implementation of the recommended Mitigation Measures, MM NOI-01 (Construction Hours), MM NOI-02 (Noise Barrier), and MM NOI-03 (Delivery and Loading Dock Operating Time), noise associated with the project would be reduced to a level of less than significant. (Exhibits Q, EE, and JJ).

**Traffic:** A Transportation Impact Study (TIS) was required by the County and prepared by Kimley-Horn, dated 4/06/21. The TIS concludes that the increases in traffic volumes from the proposed project would not result in violations of General Plan Transportation Policies. Further, VMT Analysis was required by the County and prepared by Kimley-Horn, dated 4/06/21 and 4/30/21 (Exhibit S). The VMT Analysis shows that the addition of the proposed project can shorten trip lengths and result in a net decrease in VMT. This is due to local trips that would otherwise travel a greater distance to obtain goods offered by the proposed project. The addition of the proposed project results in a net decrease of Countywide VMT and impacts would be less than significant. The decrease in Countywide VMT is based on accounting for the project and following OPR guidance. The applicants provided a Public Comments Responses (Transportation) memo from Kimley-Horn dated September 27, 2021. County DOT provided and email dated October 1, 2021 stating that they have no new comments and they concur with the responses provided by Kimley-Horn.

In response to concerns that pandemic-induced travel behavior is significantly different than historic trip behaviors captured by ITE, and that those conditions are permanent, and the suggestion that current persistent conditions are worse than the 2019 conditions studied is incorrect based on professional traffic engineering judgement. As noted in the TIS, "Due to the ongoing impact to typical travel from the COVID-19 pandemic, a Big Date solution was pursued, namely using "Street Light Data". The data used to estimate turning movements at the study area intersections was collected in October 2019, prior to the impacts of COVID-19. Baseline conditions to which the proposed project trips were added are from 2019 and considered to be pre-COVID-19 pandemic conditions and representative of a normal, typical traffic environment. Regarding Level of Service (LOS), the response by Kimley-Horn clarified that Table 6 presents intersection operational results, while Table 7 presents roadway segment operation results. A question was posed about intersection queuing. The proposed project would add 5-feet of additional queuing to the 95<sup>th</sup> percentile queue length, meaning that this level of

queuing will only be observed 5% of the time (95% of the time, queuing will be less). As the existing roadway is wide enough to allow drivers to bypass the left-turn queue legally and safely due to the existing wide bike lane, the occasional queue situation is not considered to be a deficiency that warrants improvement. Further, as reflected in Figure 3, the subject intersection (Intersection #4) is shown to have shared eastbound through/right-turn lane. The analysis did not include the “hatch” pavement that may be used for eastbound right-turns in the future. Regarding the readability of Appendix A, the applicant is not able to replicate the stated issue with quality of Appendix A. Regarding turning movement counts, per Figure 3, there is no study intersection denoted as “Int A” or “Int B”. It is important to note that Intersection #3 (Green Valley Road @ Access Drive A) is an existing intersection that serves the existing retail development located west of the project site, Green Valley Station, Phase I. The proposed project would gain access to/from Green Valley Road using the existing intersection. Vehicles may also access the site through the existing Intersection #5 (Cambridge Road @ Access Drive B). No other access points are contemplated with the addition of the proposed project. (Exhibits R, S, U, EE, FF, GG, and JJ).

## **SUPPORT INFORMATION**

### **Attachments to Staff Report:**

Findings
Conditions of Approval
Exhibit A.....Location Map
Exhibit B.....Aerial Photo
Exhibit C.....Assessors Parcel Page
Exhibit D.....General Plan Land Use Map
Exhibit E.....Zoning Map
Exhibit F.....Site Plan
Exhibit G.....Building Elevations
Exhibit H.....Preliminary Landscape Plan
Exhibit I.....Preliminary Grading Plan
Exhibit J.....Preliminary Utility Plan
Exhibit K.....Post Development Watershed Plan
Exhibit L.....Lighting Plan
Exhibit M.....Sign Plan
Exhibit N.....Preliminary Drainage Report
Exhibit O.....Biological & Wetland Reconnaissance Survey
Exhibit P.....Protected Tree Inventory, Excerpt
Exhibit Q.....Noise & Vibration Assessment
Exhibit R.....Transportation Impact Study
Exhibit S.....Vehicle Miles Traveled (VMT) Analysis
Exhibit T.....Air Quality & Greenhouse Gas Impact Analysis
Exhibit U.....Comments, Department of Transportation
Exhibit V.....Comments, Environmental Management Dept
Exhibit W.....Comments, AQMD

Exhibit X.....	Comments, County Surveyor’s Office
Exhibit Y.....	Comments, EID
Exhibit Z.....	Comments, CPDRC
Exhibit AA.....	Comments, Cameron Park Airport District
Exhibit BB.....	Comments, SSBMI
Exhibit CC.....	Comments, UAIC
Exhibit DD.....	Comments, PG&E
Exhibit EE.....	CEQA Public Comments
Exhibit FF.....	County Responses to CEQA Public Comments
Exhibit GG.....	Consultants Responses to CEQA Public Comments
Exhibit HH.....	Approved Findings and COA, PD05-0004
Exhibit II.....	Urban Decay Analysis
Exhibit JJ.....	Proposed Mitigated Negative Declaration and Initial Study