



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

**ENVIRONMENTAL CHECKLIST FORM
AND DISCUSSION OF IMPACTS**

Project Title: DR01-0014R (Cameron Park East Shopping Center)

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

Contact Person: Aaron Mount

Phone Number: (530) 621-5355

Project Owner=s Name and Address: Sycamore Partners LLC – c/o Mark Engstrom; 837 Jefferson Boulevard;
West Sacramento, CA 95691

Project Applicant=s Name and Address: Sycamore Partners LLC – c/o Mark Engstrom; 837 Jefferson Boulevard;
West Sacramento, CA 95691

Project Agent=s Name and Address: Sycamore Partners LLC – c/o Mark Engstrom; 837 Jefferson Boulevard;
West Sacramento, CA 95691

Project Location: The project site is located on the north side of Coach Lane, approximately 1,500 feet west of the intersection with Cameron Park Drive, in the Cameron Park area.

Assessor=s Parcel No(s): 109-201-11, 12, 15 (9.8 acres)

Section: 3 **T:** 9N **R:** 9E

Zoning: Planned Commercial – Community Design Review (CP-DC)

General Plan Designation: Commercial (C)

Description of Project: **Design review revision** request for one proposed commercial building on three parcels as follows: (1) 10,400 square foot specialty retail building replacing two previously proposed fast food restaurant buildings.

The previous **design review**, approved June 13, 2002, by the El Dorado County Planning Commission, was a request for six proposed commercial buildings on five parcels as follows: (1) 53,165-square-foot retail grocery/food market on a 4.33-acre parcel; (2) 5,600-square-foot square-foot commercial-retail building on a 0.60-acre parcel; (3) 2,800-square-foot commercial building with drive-thru window on a 0.68-acre parcel; (4) 2,100-square-foot commercial building with drive-thru window on a 0.70-acre parcel; and (5) a 6,000-square-foot commercial/restaurant building, and a 16,800-square-foot commercial retail building on a 3.47-acre parcel.

An administrative revision approved on September 18, 2005, replaced the previously approved 16,800 square foot commercial building with a 5,664 square foot restaurant building and a 10,500 square foot commercial/restaurant building.

All buildings from the original approval have been constructed except for the 6,000-square-foot commercial/restaurant building and the two proposed fast food restaurant buildings, which are proposed to be replaced.

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:	R1	HDR	Highway 50 / Single-Family Residences
East:	CP	C	Commercial Buildings
South:	CP	C	Commercial Buildings
West:	RE-5	LDR	Church / Single Family Residence

Briefly Describe the environmental setting: The proposed project is located on the site currently occupied by: (1) 53,165-square-foot retail grocery/food market on a 4.33-acre parcel; (2) 5,600-square-foot square-foot commercial-retail building on a 0.60-acre parcel; (3) 5,664 square foot restaurant building and a 10,500 square foot commercial/restaurant building. All associated infrastructure has been constructed (parking, drainage, sidewalks, encroachments) except for the sites specifically for the revised 10,360 square foot specialty retail building and the 6,108 restaurant building.

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

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.

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

DETERMINATION

On the basis of this initial evaluation:

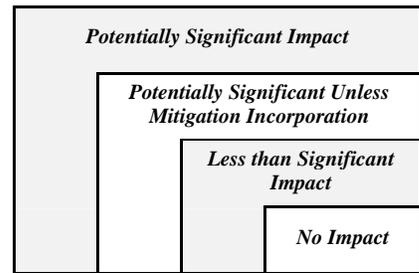
- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions 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: _____ Date: December 27, 2005

Printed Name: Aaron Mount, Assistant Planner For: El Dorado County

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is a fair argument that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significant.



ENVIRONMENTAL IMPACTS

I. AESTHETICS. Would the project:				
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	

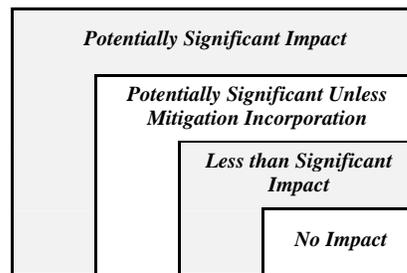
Discussion: A substantial adverse effect to visual resources would result in the introduction of physical features that are not characteristic of the surrounding development, substantially change the natural landscape, or obstruct an identified public scenic vista.

- (a) No identified public scenic vistas or designated scenic highway will be substantially affected by this project. The project is adjacent to Highway 50 and is visible from the highway. This portion of U.S. Highway 50 is not designated as a scenic highway. The existing site has limited landscaping along Highway 50. The Zoning Ordinance does require a minimum 5-foot-wide landscape strip. However, because of the potential visual impacts along Highway 50, the following mitigation measure is proposed to reduce the potentially significant impact to a less than significant level:

The applicant shall provide a minimum 5-foot-wide landscaping strip along the Highway 50 frontage containing shrub or tree species that will grow vertically in order to provide visual screening of the site from Highway 50. The applicant shall provide a minimum of one, 5-gallon or equivalent shrub and one, 15-gallon or equivalent tree alternating every 5 feet along the Highway 50 frontage. The size and species of the shrubs and trees shall be approved by the Planning Director prior to occupancy of any of the proposed structures.

- (b) The proposed project will not substantially damage existing scenic resources including, but not limited to, trees, rock outcroppings, and historic resource within a corridor defined as a State scenic highway adjacent to the project site.
- (c) The proposed project will not substantially degrade the visual character or quality of the site and its surroundings. The surrounding area has been graded and substantially developed for commercial uses. The project will not introduce commercial development that is out of character with the surrounding existing commercial development.
- (d) Some limited light and glare may result from the addition of commercial buildings on the existing parcels. These increases are expected to be normal, however, for the Planned Commercial zone district and are not expected to have a significant effect or adversely affect day or nighttime views adjacent to the project site. Lighting for the buildings and parking lots will be installed so as to ensure that light and glare do not escape the subject parcel onto neighboring parcels or into any established public street or right-of-way. All on-site lighting for buildings and parking areas shall conform to the lighting standards contained in Section 17.14.170 of the El Dorado County Code.

II. AGRICULTURE RESOURCES. Would the project:				
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:

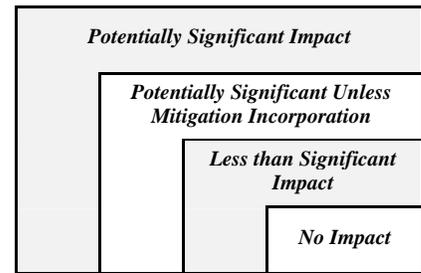
- (a) El Dorado County has established the Agricultural (-A) General Plan land use overlay district and included this overlay on the General Plan Land Use Maps. Review of the General Plan land use map for the project area indicates that there are no areas of "Prime Farmland" or properties designated as being within the Agricultural (-A) General Plan land use overlay district adjacent to the project site. The project will not result in the conversion of farmland to non-agricultural uses.
- (b) The project will not conflict with existing zoning for agricultural use and will not affect any properties under a Williamson Act Contract.
- (c) No existing agricultural land will be converted to non-agricultural use as a result of the proposed project. The project is located on a parcel with Planned Commercial zoning and the surrounding properties are zoned for commercial uses and development.

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 non-attainment 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) 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 following Transportation Control Measures are designed to curb mobile source emissions through reduction of vehicle miles traveled as follows:
 - Public awareness campaign;
 - Adoption of a City or County trip reduction ordinance;
 - Expansion of and active marketing of the role of public transit, including the development of park and ride lots;
 - Use of staggered work schedules, flexible work weeks, and compressed work week;
 - Carpool/vanpool incentives;
 - Telecommuting; and
 - Teleconferencing.

The proposed 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 as discussed below.



(b & c)

Currently, El Dorado County is classed as being in “severe non-attainment” status for the Federal ambient air quality standard for ozone, and “non-attainment” for the California ambient air quality standard for ozone. Additionally, the County is classified as being in “non-attainment” status for particulate matter (PM₁₀) under the State’s standard. A “non-attainment” designation indicates that the pollutant concentration violates, or has violated the applicable standard at least once. The California Clean Air Act of 1988 requires the County’s air pollution control program to meet the State’s ambient air quality standards. Standard practices for stationary and point source air pollution control is administered by the El Dorado County Air Pollution Control District (EDCAPCD).

Project related air quality impacts are divided into two categories:

1. Short-term impacts related to construction activities; and
2. Long-term impacts related to the project operation.

Short-term air quality impacts are generated by the use of heavy construction equipment, transport of materials on and off the site, and employee commute trips during construction. Emission related to short-term impacts generally consists of reactive organic gases (ROG), oxides of nitrogen (NO_x), and fugitive dust (PM₁₀). Emissions of ROG and NO_x are generated from the operation of gas and diesel powered equipment and vehicles, asphalt paving activities, and the application of various architectural coatings. Fugitive dust and particulate matter is generated from grading activities, and wind erosion of graded surfaces.

Long-term air quality impacts are associated with the operational aspects of a project. Such emissions are associated with mobile emissions (vehicle trips by employees, or site users), space and water heating (use of natural gas), and potential electrical generation from fueled generators on the site. The El Dorado County Air Pollution Control District has adopted short-term and long-term air quality impact threshold criteria as identified in the *Guide to Air Quality Assessment*.

All mobile emissions related to a project are required to comply with either the National Ambient Air Quality Standards, or the California Ambient Air Quality Standards, whichever is more restrictive. Mobile emission sources such as automobiles, trucks, buses, and other internal combustion vehicles are responsible for more than 70 percent of the air pollution within El Dorado County, and more than one-half of the California’s air pollution. In addition to pollution generated by mobile emission sources, additional vehicle emission pollutants are carried into the western slope portion of El Dorado County from the greater Sacramento metropolitan area by prevailing winds. Long-term mobile emission source amounts can be modeled using the URBEMIS 7G computer modeling program. URBEMIS7G utilizes vehicle trip generation or land use information for the proposed uses to aid in calculation of emission amounts from mobile sources tied to the project.

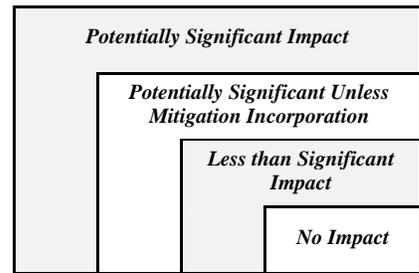
The project applicant submitted an Air Quality Modeling Analysis prepared by CCS Planning and Engineering, Inc., on November 8, 2001 for the previously approved Design Review. This report was reviewed by the El Dorado County Air Pollution Control District (APCD). The APCD determined that there may be a significant impact to short-term air quality during grading and construction activities on the site. Any changes in types and number of equipment, or in time of grading and construction activity may result in additional potentially significant impacts to short-term air quality. As such, the following mitigation measures are required to reduce the potentially significant short-term impacts to air quality:

*The proposed project shall comply with any applicable requirements of the **El Dorado County Air Pollution Control District Rule 502: General Conformity Rule**, which requires compliance with the State and National Ambient Air Quality Standards.*

*Asphalt surfacing of site access and parking areas shall conform with **El Dorado Air Pollution Control Rule 224: Cutback and Emulsified Paving Materials**, which prohibits the atmospheric discharge of volatile organic compounds caused by the use, manufacture, mixing, storage, and/or application of cutback or emulsified asphalt.*

*Pursuant to **El Dorado County Air Pollution Control District Rule 501.3(A): Authority to Construct**, the applicant shall receive authorization for construction (Authority to Construct) from the Air Pollution Control District prior to commencement of grading and construction activities on the site.*

*Pursuant to **El Dorado County Air Pollution Control District Rule 501.3(B): Permit to Operate**, the project proponent shall obtain a written permit from the Air Pollution Control Officer prior to the issuance of a building permit*



In no case shall daily emissions of ROG, NOx, and PM10 exceed 82 lbs/day during any construction and grading activities on the site.

The project shall adhere to the provisions contained in El Dorado County Ordinance No. 4548. No grading or excavation activities may take place on site until an Asbestos Hazard Dust Mitigation Plan has been submitted to and approved by the El Dorado County Air Pollution Control District.

The applicant shall comply with the State of California Title 24 Regulations for Energy Efficient Design to reduce secondary impact emissions.

The applicant submitted an Air Quality Assessment which utilized the URBEMIS 7G and University of California Davis Institute of Transportation Studies (UCD/ITS) *Transportation Project-Level Carbon Monoxide Protocol* modeling methodology / programs. This assessment was prepared by CCS Planning and Engineering, Inc, on November 8, 2001, and is entitled "Air Quality Technical Report for the Cameron Park East Shopping Center." The UCD/ITS *Transportation Project-Level Carbon Monoxide Protocol* establishes that if a project meets certain criteria, the project is not considered to have the potential to result in a violation of the CO standards. Section 4.7.3 of the UCD/ITS protocol establishes that, "Projects that are likely to worsen air quality at signalized intersections having a Level of Service (LOS) E, or F, represent a potential for CO violation and need further analysis." Section 4.7.4 continues by stating that "Projects that would lead to the worsening of the level of service of a signalized intersection to E, or F, represent a potential for a CO violation and require further analysis." The traffic study prepared for the project by KD Anderson Traffic Engineers concluded that with the exception of one intersection, all of the signalized intersections in the project vicinity would operate at LOS D or better. The traffic study concluded that the intersection at the US Highway 50 westbound on-ramp and Country Club Drive / Cameron Park Drive, without mitigation, the project would result in further delays at an intersection already operating at LOS F. The Traffic Study proposes a mitigation measure that would add a left-turn lane for eastbound Country Club Drive at Cameron Park Drive. The addition of the left-turn lane would lessen delays at the intersection to delays less than what exist currently without the project. Under the UCD / ITS protocol, this would be considered an improvement, rather than a worsening of the level of service. Based on the screening using the UCD / ITS protocol, it was determined the project will have a less than significant impact on CO levels at intersections in the project vicinity.

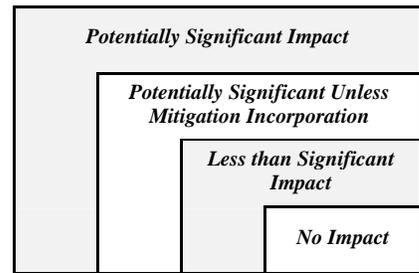
Within this report, CCS Planning and Engineering, Inc., provides the URBEMIS7G results for operational emissions from vehicle trips associated with the project as follows:

Land Use	ROG	NOx	CO	PM ₁₀
Fast Food Rest. w/ drive thru	5.96	14.03	55.97	4.91
Regional Shopping Center	18.63	44.07	174.70	15.41
Total Emissions (lbs/day)	24.59	58.10	230.67	20.32
Threshold of Significance	82 lbs/day	82 lbs/day	State / National Ambient Air Quality Standards	State / National Ambient Air Quality Standards

Source: CCS Planning and Engineering, Inc. *Air Quality Technical Report for the Cameron Park East Shopping Center.*

The analysis shown in the above table was generated utilizing trip rate information for the project. The Air Quality Technical Report prepared by CCS Planning Engineering concludes that the air quality impacts associated with vehicle trips was less than significant. The Air Quality Technical Report also concludes that the project will not result in a significant increase in Ozone due to excessive precursor emissions of ROG or NOx. The El Dorado County Air Pollution Control District concurs with the analysis and conclusions within the Air Quality Modeling Analysis prepared by CCS Planning and Engineering, Inc., for the project.

- (d) Sensitive receptors include such groups as young children and the elderly and such sites as schools, hospitals, day-care centers, convalescent homes, and high concentrations of single-family residences. General Plan Policy 6.7.6.1 requires that the County "Ensure that new facilities in which sensitive receptors are located (e.g., schools, child care centers, playgrounds, retirement homes, and hospitals) are sited away from significant sources of air pollution." The two nearest sensitive receptors are the Cameron Estates



Subdivision located south of the project, and the residences located north of Highway 50. It has been determined that the proposed site and use will not substantially impact these two sensitive receptors in the area.

- (e) The Planned Commercial (CP) zone district does not permit activities which could generate objectionable odors. Those activities which might result in objectionable odors, dust, or smoke require the review and approval of a special use permit. This subsequent discretionary permit would require environmental review addressing the potential impacts resulting from the proposed activity.

IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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	
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	

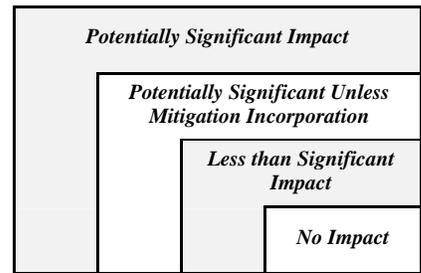
Discussion: A project is considered to have a significant impact upon biological resources if the project:

- substantially interferes with the movement of any resident or migratory fish or wildlife species;
- substantially diminishes habitat for fish, wildlife, or plants;
- substantially affects a rare or endangered species of animal or plant, or the habitat of the species.

- (a) Review of the Department of Fish and Game's Natural Diversity Data Base and maps indicate that no rare, threatened, or endangered fish, animal, or insect species exist on or adjacent to the project site. The Department of Fish and Game was contacted as part of the project distribution to affected agencies and no comments were received.

The project applicant submitted a Botanical Study / Biological Assessment prepared by ECORP to confirm the presence/absence of any plant, animal, or insect species identified as a candidate, sensitive (rare, threatened, or endangered), or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

The submitted botanical survey/ biological assessment concludes that the project will not have a substantial adverse impact on habitat, or on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.



(b & c)

The United States Department of the Interior National Wetlands Inventory Maps were reviewed to determine if any identified wetland or riparian habitat areas exist on or adjacent to the project site. This review indicates that there are no wetlands or riparian habitat areas on or adjacent to the project.

- (d) Review of the Department of Fish and Games Migratory Deer Herd Maps and General Plan DEIR Exhibit 5.12-7 indicate the absence of mapped deer or wildlife migration corridors on the project site. The project will not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with any established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites.
- (e) Objective 7.4.4 of the General Plan requires that the County “Protect and conserve forest and woodland resources for their wildlife habitat, recreation, water production, domestic livestock grazing, production of sustainable flow of wood products, and aesthetic values.” The predominant vegetation on the subject parcel consists of landscaping shrubs and trees, asphalt parking areas, and a few oak trees.

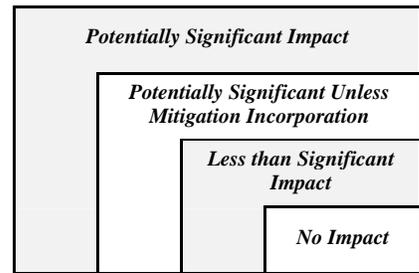
General Plan Policy 7.4.4.4 specifically addresses the need to protect and preserve oak woodland habitats as follows *For all new development projects (not including agricultural cultivation and actions pursuant to an approved Fire Safe Plan necessary to protect existing structures, both of which are exempt from this policy) that would result in soil disturbance on parcels that (1) are over an acre and have at least 1 percent total canopy cover or (2) are less than an acre and have at least 10 percent total canopy cover by woodlands habitats as defined in this General Plan and determined from base line aerial photography or by site survey performed by a qualified biologist or licensed arborist, the County shall require one of two mitigation options: (1) the project applicant shall adhere to the tree canopy retention and replacement standards described below; or (2) the project applicant shall contribute to the County’s Integrated Natural Resources Management Plan (INRMP) conservation fund described in Policy 7.4.2.8.*

Percent Existing Canopy Cover	Canopy Cover to be Retained
80–100	60% of existing canopy
60–79	70% of existing canopy
40–59	80% of existing canopy
20–39	85% of existing canopy
10-19	90% of existing canopy
1-9 for parcels > 1 acre	90% of existing canopy

All trees on-site are to be retained.

- (f) The proposed 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 not located in an area identified as critical habitat for the Red-legged Frog (*Rana aurora draytonii*), or for the Gabbro soil rare plants which are subject to draft Recovery / Habitat Conservation Plans proposed by the U.S. Fish and Wildlife Service. The Rare Plant Mitigation Fee for commercial development is collected at the time of Building Permit issuance.

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	



V. CULTURAL RESOURCES. <i>Would the project:</i>				
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: A substantial adverse change in the significance of a historical resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (Section 15064.5 (D)(1), CEQA Guidelines). If a project impacts an identified archaeological site, a lead agency is required to determine if the site is a "historic resource" as defined below:

A historic resource for the purposes of this document is defined as:

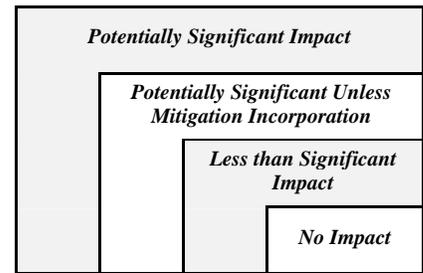
- (i) A resource included in a local register of historical resources, as defined in Section 5020.1 (k) of the Public Resources Code.
- (ii) Any object, building, structure, site, area, place, record, or manuscript which is:
 - a) Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - b) Associated with the lives of persons important in California's past;
 - c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - d) Has yielded, or may be likely to yield, information important in prehistory or history.

(a & b)

The applicant submitted a letter from ECORP Consulting for the previously approved Design Review approval stating that the site was visited by a Cultural Resource Specialist who completed a visual survey of the property. The purpose of this survey was to verify the existence / non-existence of historic resources and/or archaeological sites on the project site and to provide potential mitigation measures. In this instance, ECORP determined that there are no identified archaeological sites, cultural, or historic resources on the project site. Additionally, the El Dorado County Cultural Resources Commission reviewed the submitted letter and concurs with the conclusions contained in the letter.

- (c) A unique paleontological site would include a known area of fossil bearing rock strata. The project site does not contain any known paleontological sites or known fossil locales.
- (d) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the steps outlined in Section 15064.5 of the CEQA Guidelines shall be implemented immediately. This is a standard grading requirement which applies to all discretionary projects.

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:			X	
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	



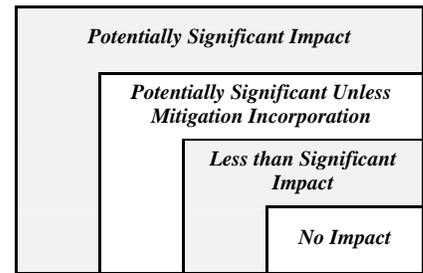
VI. GEOLOGY AND SOILS. <i>Would the project:</i>					
b.	Result in substantial soil erosion or the loss of topsoil?			X	
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, 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	
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)
 (i, ii, & iii) The project is located between the west and east branches of the Bear Mountain Fault and is approximately six miles west of the Melones Fault and is located east of the Mormon Island Fault Zone. These fault zones are considered potentially active (Carson Creek Specific Plan EIR, May 1996). These faults are part of the larger Foothill Fault Suture Zone extending from Mariposa northward towards Chico and paralleling the Mother Lode.

The last known event associated with this fault system was a Richter Scale magnitude 5.7 earthquake near Oroville on August 1, 1975 (DMG 1992). According to the California Division of Mines and Geology (Jennings, 1992), the nearest known active fault is the Dunnigan Hills Fault located approximately 40 miles to the northwest. Additionally, the *Fault Evaluation Program of the California Division of Mines and Geology* (DMG) was developed to identify active faults that may be hazardous in terms of surface fault rupture and impact to un-reinforced structures. This program was designed to carry out the objectives of the Alquist-Priolo Special Studies Zone Act of 1972. Only those earthquake faults considered to have a relatively high potential for future earthquake activity, and which have well defined surface fault traces were considered for mapping. As shown in the Division of Mines and Geology's publication *Fault Rupture Hazard Zones in California*, there are no Alquist-Priolo Special Studies Zones mapped in El Dorado County. This mapping and study does not conclusively preclude the fact that active or potentially active faults exist in El Dorado County. What this study does is identify that none of the known faults within El Dorado County were identified as fitting the criterion for establishment of a Special Studies Zone. The impacts from fault ruptures, seismically induced ground shaking, or seismic ground failure or liquefaction are considered to be less than significant. Any potential impact caused by locating buildings in the project area will be offset by compliance with the Uniform Building Code earthquake standards.

- (iv) The *Generalized Map Showing Relative Amounts of Landslides* in California places El Dorado County entirely within the low severity zone for landslide activity (CDMG 1973 - General Plan EIR). Generally, landslide activity is restricted to areas of very steep slopes (in excess of 40 percent) and where planes of weakness in the soil or bedrock are evident and have been disturbed by development activities such as grading and construction. The project site is not located in an area with significant topographic variations in slope. The potential for mudslides or landslides is less than significant.
- (b) 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 3983, adopted 11/3/88). This ordinance is designed to limit erosion, control the loss of topsoil and sediment, limit surface runoff, and insure stable soil and site conditions for the intended use in compliance with the El Dorado County General Plan. Compliance with the *Grading, Erosion, and Sediment Control Ordinance* will reduce any potential impacts to a less than significant level.
- (c) The Rescue sandy loam, 2 to 9 percent slopes (ReB) soil type is not considered an unstable soil. Topography on the site is gentle with slopes ranging from 0% to 5%. In areas of steep slope or unstable soils, the project applicant is required to provide a Geotechnical Report prepared by a registered engineer or engineering geologist at the time of Building Permit submittal. Compliance with the *County of El Dorado Grading, Erosion, and Sediment Control Ordinance* (Ordinance No. 3983, adopted 11/3/88) should limit any potentially significant impact to a less than significant level.

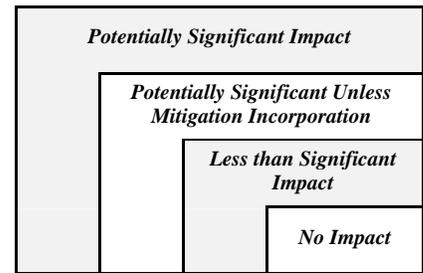


- (d) Table 18-1-B of the Uniform Building Code establishes numerical expansion indices for soil types ranging from very low to very high. Any soil identified in the foundation investigation to have an expansion index greater than 90 (medium) will require specific engineering analysis as required within the Uniform Building Code. This foundation investigation / soil report is typically provided at the time of application for a building permit. The *Soil Survey of El Dorado County* contains Table 6 (Pages 56-63) which tabulates the estimated properties of all the different soil series found in the County, including the shrink-swell potential. Shrink-swell potential is dependent upon the amount of clay within the soil series. Soils series with low to moderate shrink-swell potential provide sites adequate for placing structures. Review of the *Soil Survey of El Dorado County* indicates that the Rescue sandy loam, 2 to 9 percent, has low shrink-swell potential. Based on this review, the impact from expansive soils is less than significant.
- (e) No impacts to soils will occur from septic systems because the project proposes to connect to public sewer.

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

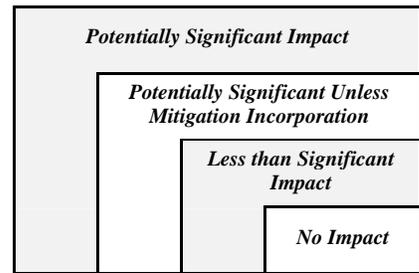
Discussion:

- (a) The proper use and storage of any hazardous material or substances during operations should limit exposure and the potential for explosion or spills. If explosives are used for road construction, such activity would only occur in conformance with State and County applicable laws. In this case the El Dorado County Hazardous Waste Management Plan serves as the implementation program for the management of any hazardous wastes in order to protect the health, safety, and property of residents in the vicinity of the project.
- (b) The project will not result in a reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No significant amounts of hazardous materials will be utilized for the project.



- (c) The project site is not located within one-quarter mile (1,320 feet) of a school or proposed school site. No hazardous emissions will be created as part of the project, and no hazardous materials are proposed to be handled or transported to and from the site.
- (d) The project site is not identified on any list compiled pursuant to California Government Code 65962.5 identifying any hazardous material sites in the project vicinity. As such, there will be a less than significant impact from hazardous material sites.
- (e) The project site is not located within two miles of a public airport. The project is not subject to any land use limitations contained within any adopted Comprehensive Land Use Plan. There are less than significant impacts to the project site resulting from public airport operations and the over flight of aircraft in the vicinity of the project.
- (f) The project site is not located within two (2) miles of a privately operated airstrip. As such, there is no significant safety hazard resulting from private airport operations and aircraft overflights in the vicinity of the project site.
- (g) The proposed project will not physically interfere with the implementation of the County adopted emergency response and/or evacuation plan for the project area. This is based upon the location of the nearest fire station, availability of multiple access points to the project site, availability of water for fire suppression, and provisions within the County emergency response plan. The County emergency response plan is located with the County Office of Emergency Services located in the El Dorado County Government Center complex in Placerville.
- (h) The Cameron Park Fire Protection District reviewed the project proposal and stated that the project will not expose people to a significant risk of loss, injury or death involving wildland fires or wildland fires adjacent to or located in an urbanized area. The property is located in an area with existing water service providing adequate flow for fire suppression purposes.

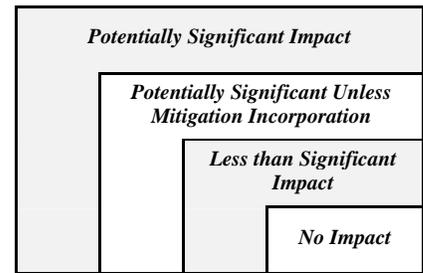
VIII. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or 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	



VIII. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
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) An Erosion Control Plan will be required. The purpose of the erosion control program is to limit storm water runoff and discharge from a site. The Erosion Control Plan will be submitted with the grading and improvement plans for the project. Specific water quality objectives have been established by the Regional Water Quality Control Board and any project not meeting those objectives are required to apply for a Waste Discharge Permit. Compliance with the Erosion Control Plan will limit water runoff and discharge from the site which would violate Water Quality Standards or discharge requirements established by the Regional Water Quality Control Board. In addition, the project will be subject to obtaining a General Construction Activity Stormwater Permit (National Pollutant Discharge Elimination System NPDES Permit). This requirement became effective October 1, 1992, and requires general stormwater discharge permits by the State for any construction activities on a project site disturbing five or more acres of area. Permit applicants are required to prepare and retain on the construction site, a Stormwater Pollution Prevention Plan that describes the site, erosion and sediment controls, means of waste control, implementation of local plans required by the Resource Conservation District, control of post-construction sediment and erosion control, and non-stormwater management controls.
- (b) The geology of the Western Slope portion of El Dorado County is principally hard crystalline igneous or metamorphic rock overlain with a thin mantle of sediment or soil. Groundwater in this region is found in fractures, joints, cracks, and fault zones within the bedrock mass. These discrete fracture areas are typically vertical in orientation rather than horizontal as in sedimentary or alluvial aquifers. Recharge is predominantly through rainfall infiltrating into the fractures. Movement of this groundwater is very limited due to the lack of porosity in the bedrock. Wells are typically drilled to depths ranging from 80 to 300 feet in depth. There is no evidence that the project will substantially reduce or alter the quantity of groundwater in the vicinity, or materially interfere with groundwater recharge in the area of the proposed project. No on-site wells are proposed.
- (c) There is no evidence that the grading and ground disturbance activities associated with the project will substantially alter the existing drainage patterns on or off the site. The Grading Erosion and Sediment Control Ordinance contains specific requirements which limit the impacts to a drainage system (Section 15.14.440 and Section 15.14.590). The standards within the Grading, Erosion and Sediment Control Ordinance will apply to this project.
- (d & e) *The Grading, Erosion and Sediment Control Ordinance* establishes that "No person shall do or permit to be done any grading which may obstruct, impede or interfere with the natural flow of storm waters, whether such waters are unconfined upon the surface of the land or confined within any land depressions or natural drainage ways, unimproved channels or watercourses, or improved ditches, channels or conduits, in such a manner as to cause flooding where it would not otherwise occur, aggravate any existing flooding condition or cause accelerated erosion except where said grading is in accordance with all applicable laws, including but not limited to these permit requirements" (Section 15.14.090). Compliance with the standards and requirements contained within the *Grading, Erosion and Sediment Control Ordinance* will limit any potential impacts to drainage ways on or adjacent to the project site, and limit erosion and siltation to a less than significant level.
- (f) The project will not result in substantial degradation of water quality in either surface or sub-surface water bodies in the vicinity of the project area. All stormwater and sediment control methods contained in the *Grading, Erosion and Sediment Control Ordinance* must be met during all construction activities, as well as the required development of any permanent storm drainage facilities and erosion control measures on the project site.
- (g & h) The Flood Insurance Rate Map (Panel No.060040 0725C, December 4, 1986) for the project area establishes that the project site is not located within a mapped 100-year floodplain.



- (i) The California Dam Safety Act requires dam owners to submit inundation maps to the California Office of Emergency Services showing the extent of inundation resulting from a potential dam failure. This Act also requires that local jurisdictions adopt emergency evacuation and control procedures for areas located below dams to limit loss of life, injury, and property. El Dorado County has adopted a Multi-Hazard Functional Plan to be implemented by the County's Office of Emergency Services. This Plan identifies those dams which have the potential to inundate residential areas. The subject property is not located adjacent to or downstream from a dam or levee which has the potential to fail and inundate the area with flood waters.
- (j) 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. A mudflow usually contains heterogeneous materials lubricated with large amounts of water often resulting from a dam failure or failure along an old stream course. The potential for a mudflow is considered to be less than significant.

LAND USE PLANNING. Would the project:				
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

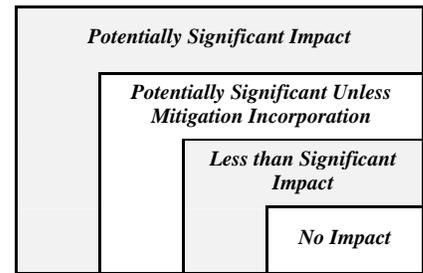
Discussion:

- (a) The project will not result in the physical division of an established community.
- (b) The proposed project is consistent with the specific, fundamental, and mandatory land use development goals, objectives, and policies of the General Plan, and is consistent with the development standards contained within the El Dorado County Zoning Ordinance.
- (c) The project site is not located in an area identified as critical habitat for the Red-legged Frog (*Rana aurora draytonii*), or for the Gabbro soil rare plants which are subject to draft Recovery / Habitat Conservation Plans proposed by the U.S. Fish and Wildlife Service.

X. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				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) The project site is not mapped as a known Mineral Resource Zone (MRZ) by the State of California Division of Mines and Geology as shown on the Folsom, Placerville, Georgetown, and Auburn 15-minute Mineral Resource Zone quadrangles or by El Dorado County as depicted on General Plan Figure CO-1. If project is mapped as a known MRZ, provide additional discussion, and mitigation



(b) The western portion of El Dorado County is divided into four, 15-minute quadrangles (Folsom, Placerville, Georgetown, and Auburn) mapped by the State of California Division of Mines and Geology showing the location of Mineral Resource Zones (MRZ). Those areas which are designated MRZ-2a contain discovered mineral deposits that have been measured or indicate reserves calculated. Land in this category is considered to contain mineral resources of known economic importance to the County and/or State. Review of the mapped areas of the County indicates that the subject property does not contain any mineral resources of known local or statewide economic value.

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 project vicinity above levels existing without the project?			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 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: Noise generated from a project is considered significant if one or more of the following occurs:

- Short-term construction noise that results in noise exposure to surrounding noise sensitive land uses in excess of 60dBA CNEL;
- Long-term operational noise that results in noise exposure in excess of 60 dBA CNEL at the adjoining property line of a noise sensitive land use and the background noise level is increased by 3dBA, or more;
- The proposed use will generate noise levels inconsistent with the performance standards contained in Table 6-1 and Table 6-2 in the El Dorado County General Plan.

Ambient Noise Levels without project	Significant impact results when increase in noise equals:
<60 dB	+ 5.0 dB or more
60-65 dB	+ 3.0 dB or more
>65 dB	+ 1.5 dB or more

(a & c)

The General Plan contains Noise Performance Standards in Table 6-1 and Table 6-2 in the Public Health, Safety, and Noise Element. 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 Table 6-1 and Table 6-2 within the General Plan.

- (b) Persons adjacent to the project vicinity will not be subjected to excessive ground borne noise or ground borne vibration as a result of project construction or upon completion of the project.
- (d) Short-term noise impacts may be associated with excavation, grading, and construction activities in the project vicinity. El Dorado County requires that all construction vehicles and equipment, fixed or mobile, be equipped with properly maintained and functioning mufflers. All construction and grading operations are required to comply with the noise performance standards contained in the General Plan. All storage, stockpiling and vehicle staging areas are required to be located as far as practicable from any residential areas.
- (e) All transportation noise sources including airport noise is required to meet the noise thresholds contained in Table 6-1 (Maximum Allowable Noise Exposure for Transportation Noise Sources). All non-transportation noise sources are required to meet the noise thresholds contained in Table 6-2. In addition, County Airports include a Comprehensive Land Use Plan which contains building restrictions due to airport noise. In this case, the project site is not located within the defined 55dB/CNEL noise contour of a county owned/operated airport facility.
- (f) The proposed project is not located adjacent to or in the vicinity of a private airstrip. As such, the project will not be subjected to excessive noise from a private airport.

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) Direct growth inducing impacts result when the proposed project is associated with development which induces population growth or that encourages the construction of additional developments/projects in the adjacent area. Growth inducing impacts must be analyzed in order to determine if the proposed project will remove physical constraints to population growth. Growth inducement usually occurs if a project includes proposals to extend, or up-size infrastructure facilities that can be utilized for new development. Indirect growth inducement may result if the proposed project acts as a springboard for new development in an area. Such indirect growth inducing projects include the development of schools, colleges, and the introduction of a large scale employer into an area. The proposed project has been determined to have a limited growth inducing impact as the project does not propose to extend, or up-size infrastructure or roads, and does not include a school. The project will provide employment opportunities which will help improve the existing excessive housing to jobs ratio within the County.
- (b) No substantial numbers of existing housing stock will be displaced by the proposed project.
- (c) No substantial numbers of people will be displaced necessitating the construction of replacement housing elsewhere.

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) Fire Protection: The Cameron Park Fire Protection District currently provides fire protection services to the project area. Development of the project would result in a minor increase in demand for fire protection services. The established minimum level of service for the fire district in a Community Region is an 8-minute response to 80% of the population. The established minimum level of service for Rural Centers and Rural Regions is a 15- to 45-minute response time which is dictated by distance and road conditions. No factual information was provided by the impacted fire district stating that the minimum level of service would fall below this minimum. This supports the finding that there will be a less than significant impact to fire protection services. Additionally, the responsible Fire District will review building permit plans to determine compliance with their fire standards including, but not limited to: location of fire hydrants, accessibility around buildings, turning radii within parking lots, fire sprinklers within buildings, building identification and construction phasing. Fire Districts have been granted the authority by the State Legislature to collect impact fees at the time a building permit is secured.

(b) Police Protection: The project site will be served by the El Dorado County Sheriff's Department with a response time depending on the location of the nearest patrol vehicle. The minimum Sheriff's Department service standard is an 8-minute response to 80% of the population within Community Regions. No specific standard minimum level of service or response time was established for Rural Centers and Rural Regions. The current staffing is approximately 0.84 sworn officers per 1,000 County residents compared with the Statewide average of 1.8 officers per 1,000 population. However, this comparison is not valid based upon the large rural tracts in the County with sparse population, large concentrations of Forest Service and Bureau of Land Management lands, and an overall low crime rate County wide. The Sheriff's Department stated goal is to achieve a ratio of 1 sworn officer per 1,000 residents.

The addition of commercial structures and the related development will not significantly impact the achievement of this goal, or significantly impact current response times to the project area. No response was provided by the Sheriff's Department and no credible factual information is in the record which indicates that this project will result in a reduction below the established minimum level of service.

(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 site is located within the Buckeye Union Unified School District and the El Dorado High School District. The affected school districts were contacted as part of the initial consultation and no specific comments or mitigation measures were provided.

(d) Parks: Section 16.12.090 of County Code establishes the method to calculate the required amount of land for dedication for parkland, or the in-lieu fee amount. Provisions to provide parkland were not included as part of the project design in accordance with section 16.12.090 of County Code. No in-lieu fee is required for this commercial project.

(e) No other public facilities or services will be substantially impacted by the project.

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			X	

XIV. RECREATION.				
environment?				

Discussion:

- (a) The proposed project will not substantially increase the use of neighborhood or regional parks in the area such that substantial physical deterioration of the facility would occur.
- (b) The project proposal does not include the provision of on-site recreation facilities.

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	
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: Operational conditions of roadways and intersections are described in terms of the “Level of Service (LOS).” The Level of Service descriptor is a common, qualitative measure of the effect of a wide range of factors on traffic operating conditions, including speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, and convenience. The level of service for intersections and roadway segments range from LOS A (which represents virtually free-flowing conditions) to LOS F (indicates substantial congestion and delay). Empirical LOS criteria and methods of LOS calculation have been developed by the Transportation Research Board and is documented in the *Highway Capacity Manual (1994)*. The LOS definitions, standards and calculation methods contained in the *Highway Capacity Manual* are the accepted standard used throughout the United States, and as such are accepted in El Dorado County. Trip generation rates for a wide range of land use activities are published in *Trip Generation*, Institute of Transportation Engineers (ITE), 6th Edition, 1997. Trip generation information is used to develop traffic volume numbers for the AM peak hour and PM peak hour for existing conditions, project plus existing conditions, and project plus cumulative conditions for roadway segments and intersections which may be impacted by a project.

(a & b)

The applicants provided a Traffic Impact Analysis report prepared by KD Anderson Traffic Engineers on July 25, 2001, for the approved project. The report provides information and analysis on the operational characteristic of the following intersections potentially impacted by the proposed project:

- Westbound US 50 Ramps / Country Club Drive / Cameron Park Drive intersection
- Eastbound US 50 Ramps / Cameron Park Drive intersection
- Cameron Park Drive / Coach Lane intersection
- Coach Lane / Strolling Hills Road intersection

The report also addresses existing conditions, existing plus project conditions, and cumulative conditions. The report also uses operational characteristics of the intersections during the operation of the Sam’s Town facilities for comparative purposes with the proposed project.

The Westbound US 50 Ramps / Country Club Drive / Cameron Park Drive intersection is described as a major access intersection for motorists in Cameron Park. This intersection is a four-way intersection. However, motorists on eastbound Country Club Drive are

required to make either a right or left turn onto Cameron Park Drive. The southbound approach of Cameron Park Drive consists of two approach lanes (one a through lane, the other a through and right-turn lane onto the Westbound US 50 on-ramp. Northbound Cameron Park Drive consists of a left-turn lane, two through lanes and a right-turn lane onto the Westbound US 50 loop on-ramp. The westbound approach to the intersection consists of the US 50 Westbound off-ramp which consists of a dedicated left-turn lane and a combination through lane across the intersection to Country Club Drive and right-turn lane to northbound Cameron Park Drive. This intersection is signal control and consists of protected phases for northbound and southbound traffic and a split phase for east and westbound traffic.

The Eastbound US 50 ramps / Cameron Park Drive intersection is a four-way intersection and provides access onto eastbound US 50. The eastbound leg is the eastbound off-ramp for US 50 and provides a through left lane and exclusive right-turn lane onto Cameron Park Drive. The southbound leg of Cameron Park Drive consists of two left-turn lanes onto the eastbound US 50 on-ramp and two through lanes. This intersection is signalized and consists of protected phases for left turns onto the eastbound US 50 on ramp.

The Cameron Park Drive / Coach Lane intersection is the first primary intersection located on the south side the US 50 interchange. This intersection has commercial uses on all four corners. The intersection is signal controlled and contains a split phase along the east and west approaches (Coach lane). Southbound Cameron Park drive consists of a left-turn lane, two through lanes, and an exclusive right-turn lane onto west bound Coach Lane. Northbound Cameron Park Drive consists of a left-turn lane, two through lanes, and a combination right-turn-through lane. Westbound Coach Lane at the intersection consists of a dedicated left-turn lane and a combination through-right-turn lane. Eastbound Coach Lane at the intersection consists of a dedicated left-turn lane and a combination through-right-turn lane.

The Coach Lane / Strolling Hills Road intersection is a T-intersection located approximately 800 feet west of the Cameron Park Drive / Coach Lane intersection. This intersection is stop controlled on the Strolling Hills Road approach. The Coach Lane portion consists of a single lane in each direction with a continuous left-turn lane between Strolling Hills Road and Cameron Park Drive. Strolling Hills Lane is a two-lane road trending southwards into the Cameron Estates subdivision.

The Level of Service (LOS) for both signalized and un-signalized intersections is measured in terms of average delay (seconds per vehicle). Level of Service (LOS) E has been designated as the minimum acceptable condition for County roadways and intersections. Table 1 below summarizes the existing Level of Service conditions for the four intersections potentially impacted by the project. The a.m. period peak hour is from 7:00 a.m. to 9:00 a.m., and the p.m. peak period is from 4:00 p.m. to 6:00 p.m. Table 1 below shows that the existing a.m. and p.m. Level of Service (LOS) is adequate at all but one intersection.

TABLE 1: Existing Peak Hour Levels of Service

LOCATION	CONTROL	AM PEAK HOUR		PM PEAK HOUR	
		LOS	Average Delay in seconds	LOS	Average Delay in seconds
US 50 Westbound ramps / Country Club Dr. / Cameron Park Dr.	Signal	D	42.9	F	103.6
US 50 Eastbound ramps / Cameron Park Dr.	Signal	C	24.3	C	29.2
Cameron Park Drive / Coach Lane	Signal	C	28.3	C	31.1
Coach Lane / Strolling Hills Rd. (Average)	Stop Sign	A	8.0	A	8.3

Source: *Traffic Impact Analysis for Cameron Park East Shopping Center Project.* KD Anderson October 4, 2001 & February 5, 2002

The impacts of the proposed project were identified by calculating the project trip generation information shown below in Table 2 adding this trip information to the existing conditions data shown above in Table 1. Trip generation for a project is dependent upon two factors:

- Trip generation is the number of new trips generated by the project based on the type and size of the land use, and
- Trip distribution and assignment which is a breakdown of the routes the new traffic takes.
-

Trip generation for the project was computed using trip generation rates published in *Trip Generation*, Institute of Transportation Engineers (ITE), 6th Edition, 1997.

TABLE 2: Project Trip Generation

Land Use Type	Square Footage	Trip Rate			Trips		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Fast Food Restaurant	4,900 sq. ft.	496.12	49.86	33.48	2,431	244	164
Sit Down Restaurant	6,000 sq. ft.	130.34	9.27	10.86	782	56	65
Specialty Retail	22,400 sq. ft.	40.67	0.65	2.59	911	15	58
Discount Supermarket	53,000 sq. ft.	111.51	1.72	9.83	5,928	91	523
NET TRIPS					10,052	406	810
Pass by trips for supermarket						(120)	(80)
Pass by trips for Fast Food Restaurant						(33)	(188)
NET NEW TRIPS					253	542	

Source: *Traffic Impact Analysis for Cameron Park East Shopping Center Project.* KD Anderson. February 5, 2002

It was determined that the project will generate a total of 10,052 daily trips to and from the site. Table 2 above shows the daily expected a.m. and p.m. peak hour trips by the land uses proposed. Generally trips generated by commercial projects fit into two categories. There are new trips by persons who would not otherwise be on the local street system, and there are trips by persons already driving by the site (pass-by trips). Table 2 above also shows the calculated pass-by trips subtracted from the projected a.m. and p.m. peak trips.

Lastly, the Traffic Impact Analysis report includes information on the a.m. and p.m. Levels of Service for existing plus project conditions. Table 3 below shows the data in a tabular format. The Report concludes that the project will have a potentially significant impact on the US 50 Westbound ramps / Cameron Park Drive which will operate at LOS F at the p.m. peak hour. The project has been modified so the driveway access located across and off-set from Strolling Hills Road will be a right-in only access point.

TABLE 3: AM & PM Peak Intersection Levels of Service Existing + Project

LOCATION	CONTROL	AM EXISTING + PROJECT PEAK HOUR		PM EXISTING + PROJECT PEAK HOUR	
		LOS	Average Delay in seconds	LOS	Average Delay in seconds
US 50 Westbound ramps / Country Club Dr. / Cameron Park Dr.	Signal	D	46.1	F	122.0
US 50 Eastbound ramps / Cameron Park Dr.	Signal	C	25.4	D	35.1
Cameron Park Drive / Coach Lane	Signal	C	27.8	D	53.9
Coach Lane / Strolling Hills Rd. (Average)	Stop Sign	B	10.8	C	20.5

Source: *Traffic Impact Analysis for Cameron Park East Shopping Center Project.* KD Anderson. February 5, 2002

The report concludes that the following mitigation measures / improvements are required to provide satisfactory Levels of Service (LOS) as a result of project impacts, as follows:

The applicant shall construct a left-turn lane for eastbound traffic on Country Club Drive at the intersection with Cameron Park Drive. The improvements shall be constructed to the specifications of the El Dorado County Department of Transportation and shall be completed prior to issuance of a Certificate of Occupancy on any of the buildings.

The access driveway located across and off-set from Strolling Hills Road shall be constructed to allow right-in access only. The driveway shall be signed as right-in access only and that left-turn movements are prohibited. The El Dorado County Department of Transportation may require the installation of a raised median to prevent left-turns in and out of this driveway.

The applicants provided a revised Traffic Impact Analysis report prepared by KD Anderson Traffic Engineers on September 6, 2005.

The impacts of the proposed revision were identified by calculating the project trip generation information shown below in Table 1. Trip generation for the project was computed using trip generation rates published in *Trip Generation*, Institute of Transportation Engineers (ITE), 7th Edition, 1998.

TABLE 2: Project Trip Generation

Land Use Type	Square Footage	Trip Rate			Trips		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Fast Food Restaurant (approved)	4,900 sq. ft.	496.12	53.11	34.64	2,456	263	171
Pass-By/Diverted Trip Reduction – Fast Food ³					(1,203)	(129)	(84)
NET FAST FOOD TRIPS					1,253	134	87
Specialty Retail (proposed)	10,360 sq. ft.	44.32	0.68 ²	2.71	461	7	28
NET DIFFERENCE TRIPS					792	127	59

Source: *Traffic Impact Analysis for Cameron Park East Shopping Center Project*. KD Anderson. September 6, 2005

Notes: ² assumed ¼ of p.m. peak hour trip rate.

³ Pass by rate 49%, *Trip Generation Handbook*, October, 1998, ITE

The trip generation comparison indicates that the fast food restaurants, while less than half the size of the proposed specialty retail building, will generate five times more daily traffic. The specialty retail building will generate 7 trips in the a.m. peak hour, 256 trips less than the fast food restaurants. In the p.m. peak hour the specialty retail building will generate 143 fewer trips. When considering pass by trips, trips made by vehicles already in the roadway system, the fast food restaurants will generate 175% more daily trips than the specialty retail use. The fast food restaurants would continue to generate significantly more a.m. peak hour trips and about 200% more p.m. peak hour trips.

Modifying the Sam's Town Marketplace by replacing the two approved fast food restaurants totaling 4,950 square feet with a specialty retail building totaling 10,360 feet is expected to reduce the traffic into the project site by about 792 daily trips. About 127 trips will be reduced during the a.m. peak hour while the p.m. peak hour will be reduced by about 59 trips.

While the revised reduction in trip generation is significant compared to the previous approval, the cumulative impact has not changed and the mitigations required by the original approval are still required.

- (c) 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.
- (d) 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) The applicant proposes to develop four driveway entrances / encroachments onto Coach Lane to access the site. The driveway encroachment opposite and off-set from Strolling Hills Drive has been designated as a right-in only access. No left-turn movements are to be allowed at this driveway. Additionally, there are two proposed driveway encroachments onto Rodeo Road. The Department of Transportation has reviewed the locations of the driveway encroachments and has determined they are adequate.
- (f) 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 most restrictive parking standard which could be utilized for this development would be the Neighborhood Shopping Center standard which requires 1 on-site parking space for each 200 square feet of gross building floor area. In this case there is 91,397 square feet of proposed gross floor area associated with the project. Using the above standard the project would require 457 on-site parking spaces. This number of spaces would require a minimum of 18 handicap accessible parking spaces. The submitted site plan shows a total of 495 parking spaces with 18 of the spaces identified as handicap accessible. This exceeds the most restrictive standard that applies to the proposed project.
- (g) The proposed project does not conflict with the adopted General Plan policies, and adopted plans, or programs supporting alternative transportation.

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 projected demand in addition to the provider's existing commitments?			X	
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	

Discussion:

- (a) The project site is located in the Central Valley Region (Region V). The Regional Water Quality Control Board (RWQCB) is responsible for the preparation and implementation of basin water quality control plans for defined regions that are consistent with the Federal Clean Water Act. Specific criteria for discharging pollutants or storm water into surface waters are established for the various basins within the defined regions of California. Any facility or activity that will discharge waste water or pollutants into any surface water must first obtain a waste discharge permit from the State. This permit will specify the allowable discharge of pollutants as specified within the Water Quality Control Plan (Basin Plan) for the Central Valley Region and assure that water discharge thresholds are not exceeded. The project will be subject to obtaining a General Construction Activity Stormwater Permit (National Pollutant Discharge Elimination System - NPDES Permit). This requirement became effective October 1, 1992, and requires general stormwater discharge permits by the State for any construction activities on a project site disturbing five or more acres of area. Permit applicants are required to prepare and retain on the construction site, a Stormwater Pollution Prevention Plan that describes the site, erosion and sediment controls, means of waste control, implementation of local plans required by the Resource Conservation District, control of post-construction sediment and erosion control, and non-stormwater management controls. This is a ministerial process with the criteria established and included in the Grading and erosion control plan requirements of the County Department of Transportation.
- (b) No new water or wastewater treatment plants are proposed or are required as a result of the project.
- (c) On-site storm water drainage facilities are required as needed on-site so as to reduce runoff to discharge levels which do not exceed site discharge levels which existed prior to development of the site. All such drainage facilities shall be built in conformance with the standards contained in the *County of El Dorado Drainage Manual*. The applicant has indicated that oil/water separators will be developed in the parking and access roads to allow surface runoff to filter before entering the natural drainage way. The use of oil/water separators is considered a Best Management Practice (BMP) as defined in the *California Storm Water Best Management Practice Handbooks* (March 1993). Oil/water separators are designed to remove one specific group of contaminants: petroleum compounds and grease. However, oil/water separators will also remove floatable debris and settleable solids. Other Best Management Practices (BMPs) include: Wet Ponds; Constructed Wetlands; Biofilters; Extended Detention Basins, Media Filtration; and Water Quality Inlets (or a combination of one or more of these).
- (d) In this case, water will be provided by the El Dorado Irrigation District. In the Facility Improvement Letter provided by the applicant the El Dorado Irrigation District states that property is currently served by two existing water meters equating to 10 EDUs. At this time the total water fixture flow has not been determined so it is not certain that the two meters will be adequate. The El Dorado Irrigation District states there is an existing 8-inch water line located in Coach Lane. This water line has adequate capacity and pressure to serve any additional potable water and fire flow needs. EID operates on a first come, first serve policy (Regulation No. 2). In the case where the District's water supply is depleted, water meters will not be sold. No new or expanded water entitlements are necessary to provide water service to the project.

- (e) In the Facility Improvement Letter provided by the El Dorado Irrigation District, it states that an 8-inch sewer main is adjacent to the site in Coach Lane. In addition, a 10-inch sewer line traverses the western portion of the property, with a service stub-out at the northern end of the line. If the 10-inch sewer line is utilized, the applicant will be required to replace and up-size approximately 450-feet of the line which is at capacity. The El Dorado Irrigation District is requesting that all proposed water lines, sewer lines, and connections on the property must be located in an easement accessible to conventional maintenance vehicles.
- (f) In December of 1996, direct public disposal into the Union Mine Disposal Site was discontinued and the Material Recovery Facility/Transfer Station was opened. Only certain inert waste materials (e.g., concrete, asphalt, etc.) are allowed to be dumped at the Union Mine Waste Disposal site. All other waste materials that cannot be recycled are exported to the Lockwood Regional Landfill near Sparks, Nevada. In 1997, El Dorado County signed a 30-year contract with the Lockwood Landfill Facility for continued waste disposal services. The Lockwood Landfill has a remaining capacity of 43 million tons over the 655-acre site. Approximately six million tons of waste was deposited between 1979 and 1993. This equates to approximately 46,000 tons of waste per year for this period. This facility has more than sufficient capacity to serve the County for the next 30 years.
- (g) County Ordinance No. 4319 requires that new development provide areas for adequate, accessible, and convenient storing, collecting, and loading of solid waste and recyclables. For residential development curb-side trash and pick-up of recyclable materials is provided by a local provider contracting to the property owner for the service. For multi-family, commercial, and industrial development some on-site separation of materials is required and areas are required to be set aside for the storage of solid waste in accordance with Ordinance No. 4319.

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) There is no substantial evidence contained in the whole record that the project will have the potential to degrade the quality of the environment. The project does not have the potential to 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 California history or pre-history. Any potentially significant impacts can be mitigated through the incorporation of the proposed mitigation measures and existing standards and requirements.
- b) Cumulative impacts are defined in Section 15355 of the CEQA Guidelines as "two or more individual effects, which when considered together, are considerable or which compound or increase other environmental impacts." Generally the discussion of cumulative impacts need not focus on the impacts created by the adjacent project, but should specify how the proposed project and adjacent project's impacts create or combine to create a greater impact. At this time there are no small or large scale projects proposed or being processed that are within a 1 mile radius of the project. It has been determined that the proposed project will not have any impacts which are cumulatively considerable.
- c) Based upon the discussion contained in this document it has been determined that project will not have any environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

SUPPORTING INFORMATION SOURCE LIST

The following documents are available at the El Dorado County Planning Department in Placerville.

El Dorado County General Plan Draft Environmental Impact Report

2004 El Dorado County General Plan - Volume I - Goals, Objectives, and Policies

Findings of Fact of the El Dorado County Board of Supervisors for the General Plan

El Dorado County Zoning Ordinance (Title 17 - County Code)

County of El Dorado Drainage Manual (Resolution No. 67-97, Adopted March 14, 1995)

County of El Dorado Grading, Erosion and Sediment Control Ordinance (Ordinance No. 3883, amended Ordinance Nos. 4061, 4167, 4170)

El Dorado County Design and Improvement Standards

El Dorado County Subdivision Ordinances (Title 16 - County Code)

Soil Survey of El Dorado Area, California

California Environmental Quality Act (CEQA) Statutes (Public Resources Code Section 21000, et seq.)

Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (Section 15000, et seq.)

PROJECT SPECIFIC REPORTS & ANALYSIS

Air Quality Technical Report for the Cameron Park East Shopping Center CCS Planning and Engineering, Inc. November 2001

Traffic Impact Analysis for Cameron Park East Shopping Center, KD Anderson Transportation Engineers, October 4, 2001 and February 5, 2002, amended September 6, 2005.

Cultural Resource Review Letter. August 30, 2001. ECORP Consulting, Inc.

Botanical / Special Plant Species Review Letter. July 19, 2001 ECORP Consulting, Inc.

El Dorado Irrigation District – Facility Improvement Letter. September 19, 2001.

MITIGATION MEASURES AND MONITORING

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Responsible Agency</i>	<i>Time Frame</i>
<i>Aesthetics / View</i>	<i>The applicant shall provide a minimum 5-foot-wide landscaping strip along the Highway 50 frontage containing shrub or tree species which will grow vertically in order to provide visual screening of the site from Highway 50. The applicant shall provide a minimum of one, 5-gallon or equivalent shrub and one, 15-gallon or equivalent tree alternating every 5 feet along the Highway 50 frontage. The size and species of the shrubs and trees shall be approved by the Planning Director prior to occupancy of any of the proposed structures.</i>	<i>Planning Department</i>	<i>Approval of Building Permits and Final landscape Plan</i>
<i>Short-term Air Quality Impact</i>	<i>The proposed project shall comply with any applicable requirements of the El Dorado County Air Pollution Control District Rule 502: General Conformity Rule, which requires compliance with the State and National Ambient Air Quality Standards</i>	<i>Air Pollution Control District</i>	<i>During Grading and Construction activities on site</i>
<i>Short-term Air Quality Impact</i>	<i>The project shall adhere to the provisions of District Rule 223, and the applicant shall submit a Fugitive Dust Prevention and Control Plan to the APCD prior to any grading activities on the site.</i>	<i>Air Pollution Control District</i>	<i>During Grading and Construction activities on site</i>
<i>Short-term Air Quality Impact</i>	<i>The project shall adhere to the provisions contained in El Dorado County Ordinance No. 4548. No grading or excavation activities may take place on site until an Asbestos Hazard Dust Mitigation Plan has been submitted to and approved by the El Dorado County Air Pollution Control District.</i>	<i>Air Pollution Control District</i>	<i>During Grading and Construction activities on site</i>
<i>Short-term Air Quality Impact</i>	<i>Asphalt surfacing of site access and parking areas shall conform with El Dorado Air Pollution Control Rule 224: Cutback and Emulsified Paving Materials, which prohibits the atmospheric discharge of volatile organic compounds caused by the use, manufacture, mixing, storage, and/or application of cutback or emulsified asphalt.</i>	<i>Air Pollution Control District</i>	<i>During Grading and Construction activities on site</i>
<i>Short-term Air Quality Impact</i>	<i>Pursuant to El Dorado County Air Pollution Control District Rule 501.3(A): Authority to Construct, the applicant shall receive authorization for construction (Authority to Construct) from the Air Pollution Control District prior to commencement of grading and construction activities on the site.</i>	<i>Air Pollution Control District</i>	<i>During Grading and Construction activities on site</i>
<i>Short-term Air Quality Impact</i>	<i>Pursuant to El Dorado County Air Pollution Control District Rule 501.3(B): Permit to Operate, the project proponent shall obtain a written permit from the Air Pollution Control Officer prior to the issuance of a building permit</i>	<i>Air Pollution Control District</i>	<i>During Grading and Construction activities on site</i>
<i>Short-term Air Quality Impact</i>	<i>In no case shall daily emissions of ROG, NOx, and PM10 exceed 82 lbs/day during any construction and grading activities on the site.</i>	<i>Air Pollution Control District</i>	<i>During Grading and Construction activities on site</i>
<i>Short-term Air Quality Impact</i>	<i>The applicant shall comply with the State of California Title 24 Regulations for Energy Efficient Design to reduce secondary impact emissions.</i>	<i>Air Pollution Control District</i>	<i>During Grading and Construction activities on site</i>

MITIGATION MEASURES AND MONITORING

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Responsible Agency</i>	<i>Time Frame</i>
<i>Transportation and Circulation</i>	<i>The applicant shall construct a left-turn lane for eastbound traffic on Country Club Drive at the intersection with Cameron Park Drive. The improvements shall be constructed to the specifications of the El Dorado County Department of Transportation and shall be completed prior to issuance of a Certificate of Occupancy on any of the buildings</i>	<i>Department of Transportation</i>	<i>Prior to occupancy of any buildings on site</i>
<i>Transportation and Circulation</i>	<i>The access driveway located across and off-set from Strolling Hills Road shall be constructed to allow right-in access only. The driveway shall be signed as right-in access only and that left-turn movements are prohibited. The El Dorado County Department of Transportation may require the installation of a raised median to prevent left-turns in and out of this driveway.</i>	<i>Department of Transportation</i>	<i>Prior to occupancy of any buildings on site</i>

Mitigation Measure Agreement:

As the applicant, owner, or their legal agent, I hereby agree to amend the above named project by incorporating all required mitigation measures, as identified in the related Environmental Checklist, which are necessary in order to avoid or reduce any potentially significant environmental effects to a point where clearly no significant adverse impacts would occur as a result of project implementation.

I understand that by agreeing to amend the proposed project through incorporation of the identified mitigation measures, or substantially similar measures, all potentially adverse environmental impacts will be reduced to an acceptable level and a "Proposed Negative Declaration" will be prepared and circulated in accordance with County procedures for implementing the California Environmental Quality Act (CEQA). I also understand that additional mitigation measures may be required following the review of the "Proposed Negative Declaration" by the public, affected agencies, and by the applicable advisory and final decision making bodies.

I understand the required mitigation measures incorporated into the project will be subject to the El Dorado County Mitigation Monitoring program adopted in conjunction with the Negative Declaration, and that I will be subject to fees for the planning staff time to monitor compliance with the mitigation measures.

This agreement shall be binding on the applicant/property owner and on any successors or assigns in interest.

IN WITNESS WHEREOF, the Planning Director or his assign, representing the County of El Dorado, and the applicant/owner or his legal agent have executed this agreement on this _____ day of _____, _____.

El Dorado County Planning Department
Aaron Mount, Assistant Planner

Signature of Applicant / Owner / Agent:

By _____

Print Name and address below

Print Name and title above

