



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

**ENVIRONMENTAL CHECKLIST FORM**  
**AND DISCUSSION OF IMPACTS**

**Project Title:** Z01-0006 and PD02-0001 / El Dorado Card Lock Fueling Facility

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

<b>Contact Person:</b> Jason R. Hade, AICP, Senior Planner	<b>Phone Number:</b> (530) 621-5355
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**Project Owner's Name and Address:** Luke and Debra Miller, 4860 Woodsman Loop, Placerville, CA 95667

**Project Applicant's Name and Address:** Luke and Debra Miller, 4860 Woodsman Loop, Placerville, CA 95667

**Project Location:** The subject property is on the north side of Highway 50 immediately west of El Dorado Road and on the south side of Echo Lane in the El Dorado area.

**Assessor's Parcel No(s):** 327-090-03

**Section:** 22                      **T:** 10N                      **R:** 10E

**Zoning:** One-acre Residential (R1A)                      (Rezoning to Commercial – Planned Development)

**General Plan Designation:** Commercial (C)

**Description of Project:** Request to rezone property from One-acre Residential (R1A) to Commercial – Planned Development (C-PD) and a proposed development plan for a commercial card lock fueling facility with four fueling stations pumping both gasoline and diesel fuel. The four fueling stations are proposed to be located under a 38-foot x 52-foot canopy. Two 15,000-gallon underground gasoline storage tanks and one 10,000-gallon diesel storage tank located in the southwest corner of the property will serve the fuel dispensing stations. In addition, there will be an approximately 160-square-foot utility building, which will house a restroom facility and control equipment. The site will also contain on-site parking and landscaping.

**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:	C-PD	C	RV Storage
East:	CP-PD	C	Retail
South:	Highway 50	Highway 50	Highway 50
West:	R3A	MDR	Undeveloped

**Briefly Describe the environmental setting:** The project site is relatively level with no major topographic features. Vegetation on the parcel is limited to grasses and brush. Access to the site is from Echo Lane, which fronts the property along the northern boundary.

**Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**  
 California Department of Transportation (Caltrans)  
 El Dorado County Department of Transportation: Grading Permit

**Article I. 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. The environmental factors checked below contain mitigation measures which reduce any potential impacts to a less than significant level.

✓	Aesthetics		Agriculture Resources	✓	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		Transportation/Traffic
	Utilities/Service Systems		Mandatory Findings of Significance		

**DETERMINATION**

**On the basis of this initial evaluation:**

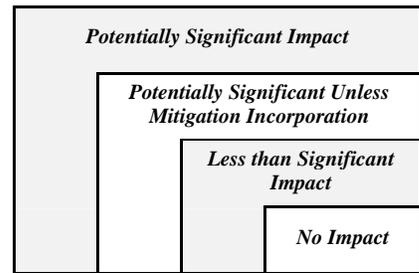
- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions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

Signature: \_\_\_\_\_ Date: June 2, 2006

Printed Name: Jason R. Hade, AICP, Senior 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, then 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**

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

**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 & b)

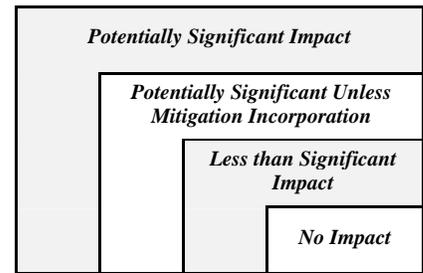
Public scenic vistas may be substantially affected by this project. The project is adjacent to Highway 50 and is visible from the highway. In order to develop the site with a useable building pad, retaining walls must be used along the Highway 50 frontage. The preliminary grading plan submitted shows a retaining wall along the Highway 50 frontage ranging from 7 feet to 23 feet in height. This portion of U.S. Highway 50 is not designated as a State scenic highway.

The applicant is proposing landscaping on the site along Highway 50 to provide visual buffering. The existing site has limited or no 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 proposed retaining walls shall be of natural rock materials, or include aesthetic colors or designs. The applicant shall not utilize plain cement masonry blocks for the retaining wall. In addition, the proposed retaining walls along the Highway 50 frontage shall be designed and installed with steps or niches every 2.5 feet to 5 feet to allow for landscaping of the retaining wall in order to minimize the aesthetic impact. The materials and landscaping shall be approved by Planning Services prior to approval of any building permits for the retaining wall(s).*

*The applicant shall provide a minimum 5-foot-wide landscaping strip along the Highway 50 frontage in front of the retaining wall 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 Planning Services prior to approval of any building permits for the 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 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 a card lock fueling facility on the parcel. These increases are expected to be normal, however, for the 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 building and fueling facility 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.



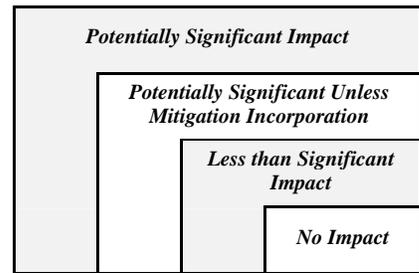
**FINDING:** Although the project has the potential to create significant impacts to aesthetic or visual resources, the incorporation of the required mitigation measures will reduce the impacts to a less than significant level. Established thresholds of significance will not be exceeded within the "Aesthetics" category.

<b>II. AGRICULTURE RESOURCES. <i>Would the project:</i></b>				
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?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				✓
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?				✓

**Discussion:** A substantial adverse effect to Agricultural Resources would occur if:

- There is a conversion of choice agricultural land to nonagricultural use, or impairment of the agricultural productivity of agricultural land;
  - The amount of agricultural land in the County is substantially reduced; or
  - Agricultural uses are subjected to impacts from adjacent incompatible land uses.
- (a) Review of the Important Farmland GIS map layer for El Dorado County developed under the Farmland Mapping and Monitoring Program indicates that no areas of Prime, Unique, or Farmland of Statewide Importance will be affected by the project. In addition, 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 area 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.

**FINDING:** It has been determined that the project will not result in any impacts to agricultural lands, or properties subject to a Williamson Act Contract. The surrounding area is developed with commercial development. For this "Agriculture" category, the identified thresholds of significance have not been exceeded and no significant adverse environmental effects will result from the project.



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

**Discussion:** A substantial adverse effect on Air Quality would occur if:

- Emissions of ROG and No<sub>x</sub> will result in construction or operation emissions greater than 82lbs/day (See Table 5.2, of the El Dorado County Air Quality Management District – CEQA Guide);
- Emissions of PM<sub>10</sub>, CO, SO<sub>2</sub> and No<sub>x</sub>, because of construction or operation emissions, will result in ambient pollutant concentrations in excess of the applicable National or State Ambient Air Quality Standard (AAQS). Special standards for ozone, CO, and visibility apply in the Lake Tahoe Air Basin portion of the County; or
- Emissions of toxic air contaminants cause cancer risk greater than 1 in 1 million (10 in 1 million if best available control technology for toxics is used) or a non-cancer Hazard Index greater than 1. In addition, the project must demonstrate compliance with all applicable District, State and U.S. EPA regulations governing toxic and hazardous emissions.

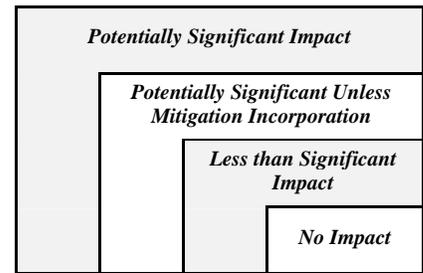
(a) El Dorado County has adopted the El Dorado County California Clean Air Act Plan establishing rules and standards for the reduction of stationary source air pollutants (ROG /VOC, NO<sub>x</sub>, and O<sub>3</sub>). This plan also contains a schedule for implementation and funding of Transportation 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 (PM<sub>10</sub>) 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. The El Dorado County Air Quality Management District (EDCAQMD) administers standard practices and enforcement for stationary and point source air pollution control.

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. Emissions related to short-term impacts generally consist of reactive organic gases (ROG), oxides of nitrogen (NOx), and fugitive dust (PM10). Emissions of ROG and NOx 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 Quality Management 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 and other computer modeling programs. 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 applicant submitted an *Air Quality Impact Analysis for the El Dorado Card Lock Project* prepared by Donald Ballanti in June 2002. This analysis addresses construction related air quality impacts, carbon monoxide impacts, regional impacts, toxic air contaminants, and operational air quality impacts.

The URBEMIS-7G modeling program was used to calculate construction related and vehicle trip related emissions for the project. Construction on the site will result in the use of diesel-powered vehicles resulting in emissions, as well as grading and dirt-moving activities resulting in dust and PM10 (particulate matter) emissions. The calculation of construction emissions assumed the application of the following standard construction / grading related mitigation measures:

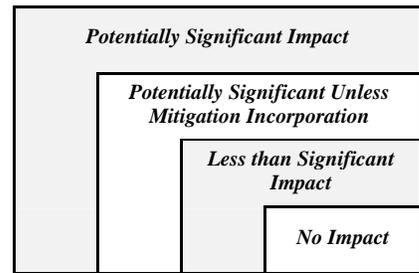
*The proposed project shall comply with any applicable requirements of the **El Dorado County Air Quality Management District Rule 502: General Conformity Rule**, which requires compliance with the State and National Ambient Air Quality Standards.*

*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 AQMD prior to any grading activities on the site.*

*Asphalt surfacing of site access and parking areas shall conform with **District 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 **District Rule 501.3(A): Authority to Construct**, the applicant shall receive authorization for construction (Authority to Construct) from the Air Quality Management District prior to commencement of grading and construction activities on the site.*

*Pursuant to **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 El Dorado County Air Quality Management District's *Guide to Air Quality Assessment* contains a carbon monoxide screening procedure that can be used to demonstrate that an indirect source (a project that attracts vehicle trips) would not have a significant impact on carbon monoxide concentrations. Maximum concentrations for the project predicted by this method were 3.3 parts per million (PPM) for the 1-hour averaging time, and 2.4 ppm for the 8-hour averaging time. Both of these figures are well below the California Ambient Air Quality Standards of 20.0 ppm for a 1-hour averaging period and 9.00 ppm for an 8-hour averaging period. Based on this analysis there will be a less than significant impact from carbon monoxide concentrations.

Project related traffic emissions were modeled utilizing the URBEMIS-7G program. The following table shows the output based on an average of 100 vehicle trips per pump.

Land Use	R OG	Section 1.01 NOx	CO	PM10
Gasoline / service station	2.62 lbs per day	5.09 lbs per day	24.37 lbs per day	1.12 lbs per day

The emissions associated with ROG and NOx are both considerably lower than the AQMD stated threshold of 82 lbs per day. Impacts associated with mobile emissions from the project have been determined to be less than significant.

An additional area of concern is a form of pollution known as Toxic Air Contaminants (TACs). These are air pollutants and chemicals which are believed to result in an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. Health effects commonly associated with TACs include cancer, birth defects, neurological damage, damage to the body's natural defense system, and diseases that lead to death. TACs can be separated into carcinogens and non-carcinogens based on the nature of the physiological degradation associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts will not occur. Non-carcinogenic TACs differ in that there is generally assumed a safe level of exposure which no negative health impact is believed to occur. The proposed project may potentially result in the emissions of benzene, methyl-tertiary butyl ether (MTBE), toluene, and xylene. Releases of these Toxic Air Contaminants may occur during any one or all of the following processes:

**Loading** - Loading emissions occur when a cargo tank truck unloads gasoline to the storage tanks at the gasoline fueling facility. Storage tank vapors are emitted from the vent pipe during the fuel transfer process.

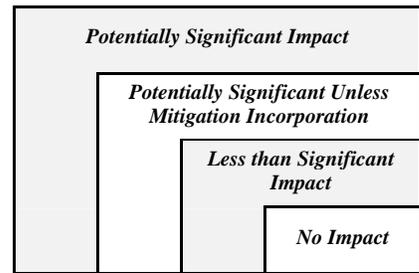
**Breathing** - Gasoline vapors are emitted from the storage tank vent pipe due to temperature and pressure changes within the storage tank vapor space.

**Refueling** - During the refueling process, gasoline vapors are emitted at the vehicle / nozzle interface.

**Spillage** - Spillage emissions occur from spills during the vehicle refueling process.

Any source of a Toxic Air Contaminant is required to meet all applicable State and El Dorado County AQMD rules and regulations. The El Dorado County AQMD requires the submission of an Authority to Construct application prior to any construction activity or installation of an individual point source emission unit. In addition, California Code of Regulations and Statutes Title 23, Division 3, Chapter 16, Article 3, Section 2633 and Section 2634 as well as Health and Safety Code Chapter 6.7, Sections 25291 (a) (1-6), Section 25291 (a) (7)(E), and Section 25291 (c), (e), and (f) require that all underground storage tanks be secondarily contained. Storage tanks that are secondarily contained are double walled tanks, allowing all leaks and spills to be contained. In addition, all dispensers are required to have a non-pressurized vapor recovery system to prevent the venting of gasoline fumes and vapor. This system is also double walled.

All vent systems are installed and monitored as required by the California Air Resources Board to limit the release of gasoline fumes and vapors. However, to ensure that any potential impacts remain less than significant, the following mitigation measures are required:



*The proposed project shall comply with all applicable National, State, and local rules and regulations pertaining to TACs and gasoline stations, specifically Rule IX, Section A relating to benzene emissions.*

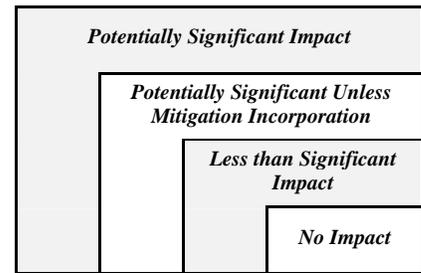
*The project applicant shall apply for an Authority to Construct and Permit to Operate from the El Dorado County Air Quality Management District for any major on-site point source emissions in accordance with existing El Dorado AQMD rules and regulations. A health risk assessment shall be prepared for point sources that have the potential to emit toxic air contaminants. Resultant health risks shall not exceed the State of California thresholds for cancer and non-cancer risks.*

*The proposed project shall comply with any applicable requirements of the **El Dorado County Air Quality Management District Rule 238: Gasoline Transfer and Dispensing**, which requires compliance with State vapor recovery requirements and use of Toxic-Best Available Control Technology (TBACT).*

Incorporation of the above mitigation measures will reduce a potentially significant impact to a less than significant level.

- (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.” It has been determined that the proposed site and use will not substantially impact any sensitive receptors in the area.
- (e) The Commercial zone district does not permit activities by right that 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.

**FINDING:** It was determined that with the implementation of the mitigation measures discussed above, a less than significant impact will result from the project because it will not: obstruct implementation of the El Dorado County California Clean Air Act Plan; violate any air quality standard; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people.



<b>IV. BIOLOGICAL RESOURCES.</b> <i>Would the project:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
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?			✓	
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?			✓	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
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?			✓	

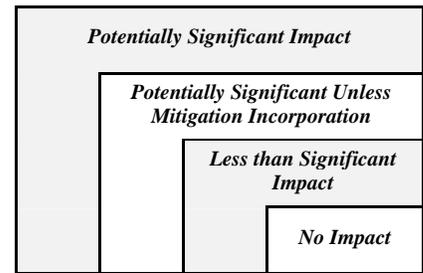
**Discussion:** A substantial adverse effect on Biological Resources would occur if the implementation of the project would:

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

(a) The site is adjacent to U.S. Highway 50 and has been disturbed as part of the construction of the Highway and the El Dorado Road overcrossing. In addition, the site was disturbed as part of the construction of Echo Lane. There is no native vegetation on the site. The site contains non-native grasses and brush. There is no evidence that the project will 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.

(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 is a mapped Palustrine Scrub-shrub seasonally flooded (PSSC) wetland area that is part of a branch of Indian Creek flowing into a swale that parallels Highway 50 along the southern boundary of the project parcel. The swale is on the other side of the boundary fence and is located within the Highway 50 right-of-way and as such will not be disturbed as a result of the project.

(d) Review of the Department of Fish and Games Migratory Deer Herd Maps and General Plan DEIR Exhibit V-8-4 indicates no 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) The project site does not contain any trees and is under the required 10 percent canopy threshold requiring the submittal of a tree canopy preservation plan under Policy 7.4.4.4.
- (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.

**FINDING:** It has been determined that all potential biological resource impacts as a result of the proposed project are less than significant. Therefore, the established thresholds for significance in the “Biological Resources” category will not be exceeded.

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

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

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

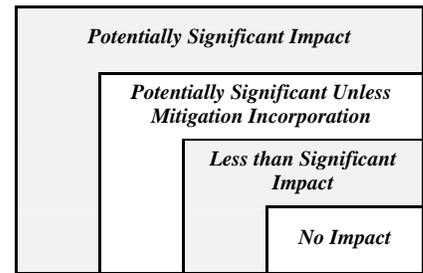
If a project impacts an identified archaeological site, a lead agency is required to determine if the site is a “historic resource” as defined below:

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) As yielded, or may be likely to yield, information important in prehistory or history.

(a & b)

The applicant had a “*Cultural Resource Assessment of a Parcel Proposed for a Card Lock Fuel Station, APN 327-090-03, El Dorado County, California*” prepared by Peak and Associates on May 2, 2001. The Cultural Resource Assessment includes a Records Research conducted by the North Central Information Center that established that there are no known mapped historic or pre-historic sites on the parcel or within ¼ mile of the site. The project site was also field surveyed by Peak and Associates with 5-meter transects with negative results for historic or pre-historic debris or resources. The El Dorado County Cultural Resource Preservation



Commission reviewed the Cultural Resource Assessment on August 13, 2002, and concurred with the conclusion that there will not be a significant impact to cultural resources.

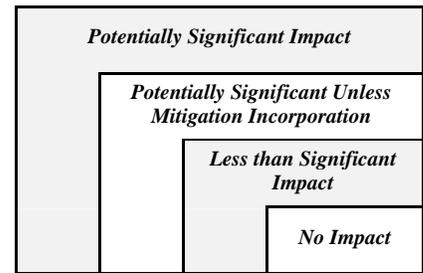
- (c) A unique paleontological site would include a known area of fossil bearing rock strata. The project site does not contain any known paleontological sites or known fossil locales.
- (d) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated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

**FINDING:** The project will not create significant impacts to sub-surface cultural or historic resources, or disturb human remains located outside of a designated cemetery. Established thresholds of significance will not be exceeded within the “Cultural Resources” category.

<b>VI. GEOLOGY AND SOILS. <i>Would the project:</i></b>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			✓	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
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?			✓	
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?			✓	
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?			✓	

**Discussion:** A substantial adverse effect on Geologic Resources would occur if the implementation of the project would:

- Allow substantial development of structures or features in areas susceptible to seismically induced hazards such as ground shaking, liquefaction, seiche, and/or slope failure where the risk to people and property resulting from earthquakes could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards;
- Allow substantial development in areas subject to landslides, slope failure, erosion, subsidence, settlement, and/or expansive soils where the risk to people and property resulting from such geologic hazards could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards; or
- Allow substantial grading and construction activities in areas of known soil instability, steep slopes, or shallow depth to bedrock where such activities could result in accelerated erosion and sedimentation or exposure of people, property, and/or wildlife to



hazardous conditions (e.g., blasting) that could not be mitigated through engineering and construction measures in accordance with regulations, codes, and professional standards.

(a)

(i, ii, & iii)

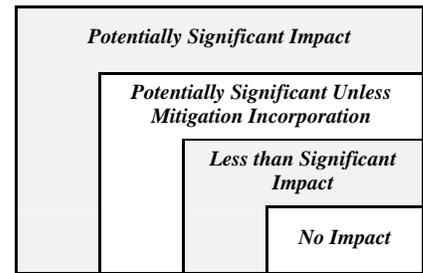
The project is located east of the west branch of the Bear Mountain Fault and the Melones Fault and is located east of the Mormon Island Fault Zone. These fault zones are considered potentially active (Carson Creek Specific Plan EIR, May 1996). These faults are part of the larger Foothill Fault Rupture 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 unreinforced 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 No. 3983, adopted 11/3/88). This ordinance is designed to limit erosion, control the loss of topsoil and sediment, limit surface runoff, and ensure stable soil and site conditions for the intended use in compliance with the El Dorado County General Plan. Compliance with the *Grading, Erosion, and Sediment Control Ordinance* will reduce any potential impacts to a less than significant level.
- (c) The Mixed alluvial land (MpB) comprising the project site 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
- (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 having an expansion index greater than 90 (medium) requires a 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 Area* contains Table 6 (Pages 56-63) that 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 Area* indicates that the Mixed alluvial land (MpB) has a low shrink-swell potential. Based on this review, the impact from expansive soils is less than significant.
- (e) In this case, public water and sewer will serve the project.

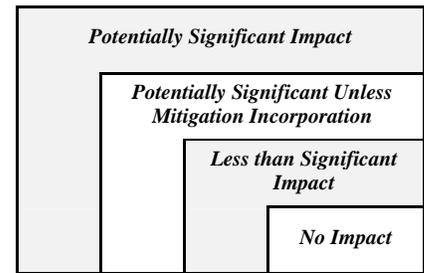
**FINDING:** No significant impacts will result from geological or seismological anomalies on the project site. The site does not contain expansive soils or other characteristics that will result in significant impacts. For the "Geology and Soils" category, established thresholds will not be exceeded by development of the project and no significant adverse environmental effects will result from the project.



<b>VII. HAZARDS AND HAZARDOUS MATERIALS.</b> <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?			✓	
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?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
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?			✓	
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?			✓	
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?			✓	
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
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?			✓	

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

- Expose people and property to hazards associated with the use, storage, transport, and disposal of hazardous materials where the risk of such exposure could not be reduced through implementation of Federal, State, and local laws and regulations;
  - Expose people and property to risks associated with wildland fires where such risks could not be reduced through implementation of proper fuel management techniques, buffers and landscape setbacks, structural design features, and emergency access; or
  - Expose people to safety hazards because of former on-site mining operations.
- (a) The proper use and storage of any hazardous material or substances should limit exposure and the potential for explosion or spills. If explosives are to be 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. The applicant is required to comply with County and State requirements regarding the transport, storage, and handling of hazardous materials. The applicant is required under State and local law to provide a Hazardous Materials Management Plan for the site. This plan identifies the location of all hazardous and toxic materials and provides a plan of action in the event of a spill or leak of hazardous materials. The applicant is also required to comply with applicable provisions of Title 49 Code of Federal Regulations Parts 100-185 and all amendments through September 30, 2001 (Hazardous Materials Regulations). Compliance with these requirements will mitigate the potentially significant impact to a less than significant level.
- (b) The project may result in the upset and accident conditions involving the release of hazardous materials into the environment because it is an unmanned facility. Since the proposed fueling facility is unmanned, there is a potential for spills and emergencies. As such, the following mitigation measures are required to reduce the impact to a less than significant level:

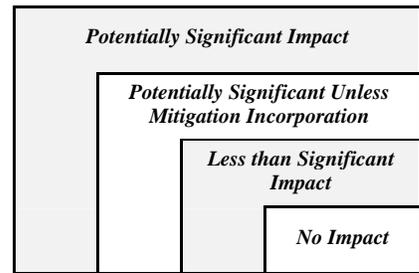


*The applicant shall have a geotechnical investigation completed with recommendations and findings relating to the presence of groundwater on the site. If the geotechnical report determines that groundwater is present, the project will be subject to the installation of a perimeter monitoring system capable of detecting the presence of petroleum products within groundwater. The geotechnical investigation shall be subject to the review and approval of the Environmental Management Department prior to any construction activities on the site.*

*The site shall be equipped with an automatic monitoring system that has the capability of shutting the entire fueling system down in the event an alarm is activated. An outside audible leak alarm shall be installed on the building. An outside audible overflow alarm shall be installed on the building, separate from the leak alarm system. All the alarm systems and monitoring equipment shall be connected to a phone modem, which communicates in an immediate manner with the owner/operator or representative of the petroleum service company.*

- (c) The project site is not located within one-quarter mile (1,320 feet) of a school or proposed school 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 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 near the project.
- (f) The project site is not located within two miles of a privately operated airstrip. As such, there is no significant safety hazard resulting from private airport operations and aircraft overflights near 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 Diamond Springs / El Dorado 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 a urbanized area. In addition, the project site is not located in an area with a high concentration of flammable brush or grass as identified on the El Dorado County Fire Hazard Severity Zones Map (California Department of Forestry and Fire Protection).

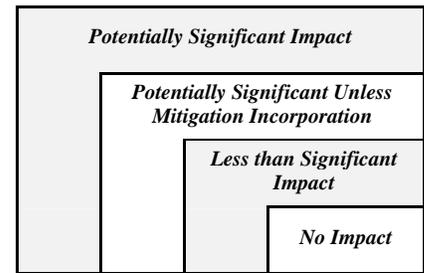
**FINDING:** With the implementation of the mitigation measures outlined above, the proposed project will not significantly expose people and property to hazards associated with the use, storage, transport and disposal of hazardous materials, and expose people and property to risks associated with wild land fires. For this “Hazards and Hazardous Materials” category, the thresholds of significance will not be exceeded by the proposed project and related mitigation measures.



<b>VIII. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i></b>				
a. Violate any water quality standards or waste discharge requirements?		✓		
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)?			✓	
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?			✓	
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?			✓	
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?			✓	
f. Otherwise substantially degrade water quality?			✓	
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?			✓	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓	
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?			✓	
j. Inundation by seiche, tsunami, or mudflow?			✓	

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

- Expose residents to flood hazards by being located within the 100-year floodplain as defined by the Federal Emergency Management Agency;
  - Cause substantial change in the rate and amount of surface runoff leaving the project site ultimately causing a substantial change in the amount of water in a stream, river or other waterway;
  - Substantially interfere with groundwater recharge;
  - Cause degradation of water quality (temperature, dissolved oxygen, turbidity and/or other typical stormwater pollutants) in the project area; or
  - Cause degradation of groundwater quality near the project site.
- (a) The applicant will be required to submit an erosion control plan with the commercial grading permit and any improvement plans associated with the project. The purpose of the erosion control program is to limit stormwater runoff and discharge from the site. The Regional Water Quality Control Board has established specific water quality objectives, and any project not meeting those objectives is required to apply for a Waste Discharge Permit. Compliance with the Erosion Control Plan will limit water runoff and discharge from the site that would violate water quality standards or discharge requirements established by the Regional Water Quality Control Board. The Solid Waste / Hazardous Materials Division of Environmental Management raised concerns regarding storm water run-off quality associated with the project. No information on the type of surface surrounding the pumps was provided. As such, there may



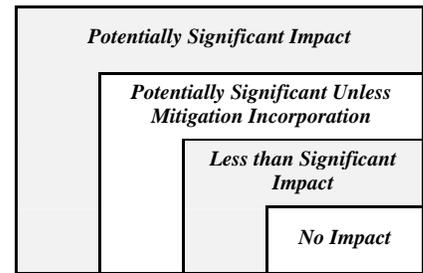
be a potentially significant impact to surface water quality from storm water run-off. The following mitigation measures will reduce the potentially significant impact to a less than significant level:

*No runoff from the overhanging area or canopy shall drain onto the fuel area, and roof downspouts shall be used to route drainage water away from the fueling area.*

*The fuel dispensing area shall be paved with Portland cement concrete, or an equivalent smooth impervious surface. The use of asphalt concrete in the fueling area is prohibited. At a minimum the concrete surface for the fueling area must extend 6.5 feet beyond the corner of each fuel dispenser, or the length at which the nozzle assembly may be operated plus one foot, whichever is less.*

*The fuel dispensing area shall have a 2 percent to 4 percent finished slope to prevent ponding and must be physically separated from the rest of the facility to prevent the flow of surface stormwater in the fueling area to the greatest extent practicable.*

- (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. 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.
- (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 that limit the impacts to a drainage system (Section 15.14.440 & Section 15.14.590). The standards 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 stormwaters, 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. (Also see mitigation measures above under Item a.)
- (f) The project will not result in substantial degradation of water quality in either surface or subsurface water bodies near 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 0750B) for the project area establishes that the project site is not 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 that has the potential to fail and inundate the area with floodwaters.
- (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.

**FINDING:** As discussed above, the proposed project will be required to submit a commercial grading permit for review and approval by the Department of Transportation. The commercial grading permit is required to include provisions addressing erosion and sediment control. An approved commercial grading permit and the mitigation measures discussed above will reduce on-site storm water runoff water quality to a level of insignificance. No other additional significant hydrological impacts will result from development of the project. For the "Hydrology and Water Quality" section, it has been determined the project will not exceed the identified thresholds of significance and therefore no significant adverse environmental effects will result from the project.

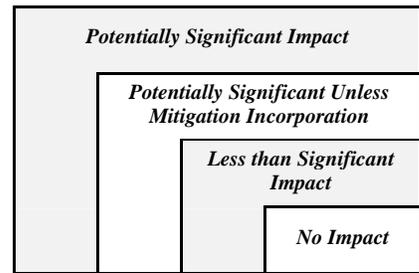
<b>IX. LAND USE PLANNING. Would the project:</b>				
a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal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

**Discussion:** A substantial adverse effect on Land Use would occur if the implementation of the project would:

- Result in the conversion of Prime Farmland as defined by the State Department of Conservation;
- Result in conversion of land that either contains choice soils or which the County Agricultural Commission has identified as suitable for sustained grazing, provided that such lands were not assigned urban or other nonagricultural use in the Land Use Map;
- Result in conversion of undeveloped open space to more intensive land uses;
- Result in a use substantially incompatible with the existing surrounding land uses; or
- Conflict with adopted environmental plans, policies, and goals of the community.

- (a) 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. Indian Creek flows east and parallels the property line before draining into a culvert under Highway 50. Indian Creek is a seasonal creek and has identified as unsuitable habitat for the Red-legged Frog (*Rana aurora draytonii*).

**FINDING:** For the "Land Use Planning" section, the project will not exceed the identified thresholds of significance.



<b>X. MINERAL RESOURCES. <i>Would the project:</i></b>				
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?			✓
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?			✓

**Discussion:** A substantial adverse effect on Mineral Resources would occur if the implementation of the project would:

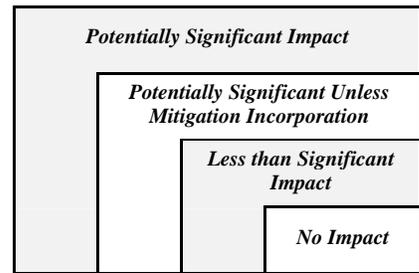
- Result in obstruction of access to, and extraction of mineral resources classified MRZ-2x, or result in land use compatibility conflicts with mineral extraction operations.
- (a) The project site is not mapped as a known Mineral Resource Zone (MRZ) by the State of California Division of Mines and Geology as shown on the Folsom, Placerville, Georgetown, and Auburn 15-minute Mineral Resource Zone quadrangles or by El Dorado County.
- (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.

**FINDING:** No impacts to any known mineral resources will occur as a result of the project. Therefore, no mitigation is required. In the “Mineral Resources” section, the project will not exceed the identified thresholds of significance.

<b>XI. NOISE. <i>Would the project result in:</i></b>				
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?			✓
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise level?			✓
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?			✓

**Discussion:** A substantial adverse effect due to Noise would occur if the implementation of the project would:

- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of 60dBA CNEL;
- Result in long-term operational noise that creates noise exposures 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; or



- Results in 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 project will not result in a substantial increase in existing ambient noise levels in the project vicinity. As such, the project will not generate noise levels exceeding the performance standards contained in Table 6-1 and Table 6-2 within the General Plan.

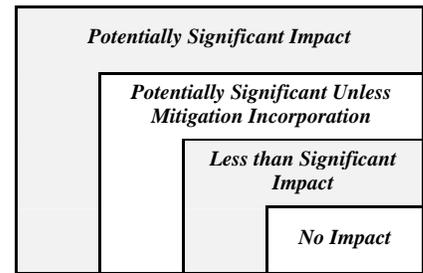
- (b) Persons adjacent to the project vicinity will not be subjected to excessive ground borne noise or ground borne vibration because of project construction or upon completion of the project.
- (d) Short-term noise impacts may be associated with excavation, grading, and construction activities in the 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 are 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. The project site is not within two miles of a public or privately operated airport.
- (f) The proposed project is not located adjacent to or near a private airstrip. As such, the project will not be subjected excessive noise from a private airport.

**FINDING:** For the “Noise” category, the thresholds of significance have not been exceeded and no significant adverse environmental effects will occur from the proposed development.

<b>XII. POPULATION AND HOUSING.</b> <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)?		✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓

**Discussion:** A substantial adverse effect on Population and Housing would occur if the implementation of the project would:

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



- (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 large-scale employers into an area. The proposed project has been determined to have a negligible growth-inducing impact as the project does not include a proposal to extend or up-size infrastructure or roads and does not include any school or large scale employment opportunities which lead to indirect growth.
- (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.

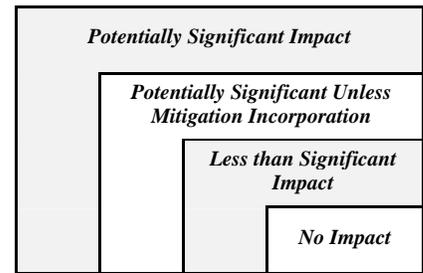
**FINDING:** The project will not displace any existing or proposed housing. The project will not directly or indirectly induce significant growth by extending or expanding infrastructure to support such growth. For the “Population and Housing” section, the thresholds of significance have not been exceeded and no significant environmental impacts will result from the project.

<b>XIII. PUBLIC SERVICES.</b> <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?			✓	
b. Police protection?			✓	
c. Schools?			✓	
d. Parks?			✓	
e. Other government services?			✓	

**Discussion:** A substantial adverse effect on Public Services would occur if the implementation of the project would:

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

- (a) **Fire Protection:** The Diamond Springs / El Dorado 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 percent 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. The impacted fire district has not stated that the minimum level of service will 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 0.8 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 the proposed commercial uses will not significantly impact the achievement of this goal, or significantly impact current response times to the project area. The Sheriff's Department provided no response and no information is in the record that 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. It is anticipated that the development of the site with a commercial card lock fueling facility will not adversely impact the local school district.
- (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. In this instance, the in-lieu fee and/or dedication of land are not required.
- (e) No other public facilities or services will be substantially impacted by the project.

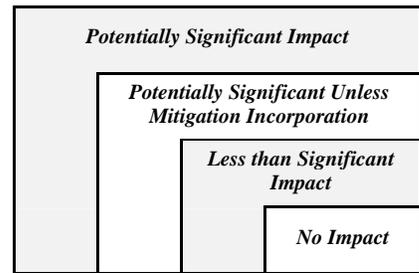
**FINDING:** Adequate public services are available to serve the project. Therefore, there is no potential for a significant impact due to the development of the subject parcel either directly or indirectly. No significant public service impacts are expected. For this "Public Services" category, the thresholds of significance have not been exceeded.

<b>XIV. RECREATION.</b>				
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?			✓
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓

**Discussion:** A substantial adverse effect on Recreational Resources would occur if the implementation of the project would:

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

- (a) 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 and as a commercial use are not required by Ordinance.

**FINDING:** No impacts to recreation or open space will result from the project. For this “Recreation” section, the thresholds of significance have not been exceeded.

<b>XV. TRANSPORTATION/TRAFFIC.</b> <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)?			✓
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓
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?			✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
e.	Result in inadequate emergency access?			✓
f.	Result in inadequate parking capacity?			✓
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓

**Discussion:** A substantial adverse effect on Traffic would occur if the implementation of the project would:

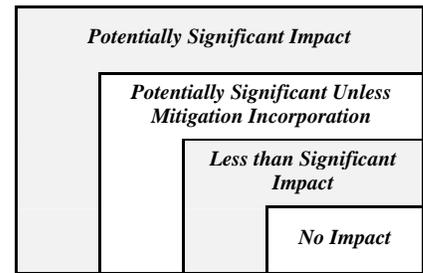
- Result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system;
- Generate traffic volumes which cause violations of adopted level of service standards (project and cumulative); or
- Result in, or worsen, Level of Service “F” traffic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

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 are 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 that may be impacted by a project.

(a & b)

The applicant submitted a Traffic Impact Study for the project completed by TJKM Transportation Consultants, dated June 17, 2002. This traffic study examined the following intersections:

- El Dorado Road / Echo Lane intersection
- El Dorado Road / US 50-westbound ramps intersection



- El Dorado Road / US 50-eastbound ramps intersection

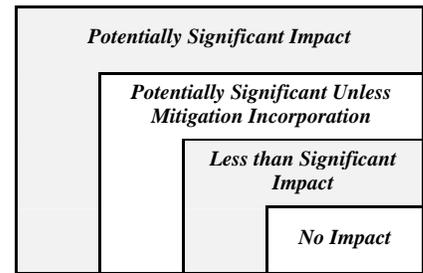
The analysis in the study reviewed existing roadway segment and intersection conditions and existing plus project conditions. The table below shows the existing intersection levels of service (LOS) for the above intersections in the P.M. peak hour and the A.M. peak hour:

INTERSECTION	CONTROL	A.M. PEAK HOUR		P.M. PEAK HOUR	
		Delay in seconds	LOS	Delay in seconds	Section 1.02 LOS
<b>(i)El Dorado Rd. / Echo Lane</b>					
Eastbound Echo Lane approach	STOP	9.0	A	9.8	A
Westbound outlet driveway approach		9.5	A	10.5	B
<b>(ii)El Dorado Rd / US 50 WB ramps</b>					
US 50 WB off-ramp approach	STOP	12.9	B	13.0	B
<b>(iii)El Dorado Rd / US 50 EB ramps</b>					
US 50 eastbound off-ramp approach	STOP	10.9	B	12.4	B

**Source:** *Traffic Impact Study for the proposed Card-lock Gas Station in Placerville in El Dorado County.* TJKM Transportation Consultants, June 17, 2002.

The table above clearly shows that the existing adjacent intersections are all currently operating at an acceptable Level of Service at this time. Project trip generation for the proposed card-lock station was developed using accepted figures contained in *Trip Generation*, (Institute of Transportation Engineers (ITE). 6th Edition, 1997). The proposed trip generation was determined using weekly sales figures, and the average fueling amount for each vehicle. Using these data, it was determined that there would be 22 vehicles and three trucks visiting the station during the a.m. and p.m. peak hour timeframes (this totals 25 inbound trips and 25 outbound trips). It was determined that the addition of these trips onto the surrounding roadways will not adversely impact the above study intersections. The Traffic Study concludes that:

- All study intersections are expected to operate at acceptable service levels (LOS B, or better).
  - The proposed project is not expected to cause any significant impact to the study intersections and nearby street system.
  - Truck template analysis reveals that large trucks can adequately maneuver within the project site and at the two driveways.
- (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. El Dorado County’s Department of Transportation compiles accident data on County-maintained roads and publishes an Annual Accident Location Report. A search of the accident database reveals that a total of two accidents for the period beginning January 1992 through December 2001 occurred on Echo Lane. One of the accidents involved injury, the other included property damage only.
- (e) Development of the parcel with the proposed project will not result in inadequate emergency access. The site plans submitted by the applicant shows two driveway encroachments onto Echo Lane. One is a 20-foot-wide access encroachment; the other is approximately 75 feet in width to allow trucks to move onto the site.
- (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 project as proposed includes a 160 square foot utility building with a restroom within the building. No office or other buildings are proposed on the property. Generally, any commercial retail



establishment requires a minimum of one parking space per 300 square feet of retail area. In this case, staff recommends a minimum of two on-site parking spaces be provided on the site. The submitted site plan includes two parking spaces, one of which is a handicapped accessible parking space.

- (g) The proposed project does not conflict with the adopted General Plan policies, and adopted plans, or programs supporting alternative transportation.

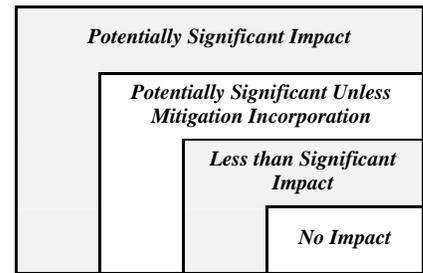
**FINDING:** As discussed above, the project will have a less than significant impact to traffic and transportation systems. The El Dorado County Department of Transportation reviewed the previously conducted traffic study upon project reactivation and determined it was complete and adequate. For the “Transportation/Traffic” category, the identified thresholds of significance have not been exceeded and no significant adverse environmental effects will result from the project.

<b>XVI. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i></b>				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓
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?			✓
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?			✓
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓
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?			✓
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓

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

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

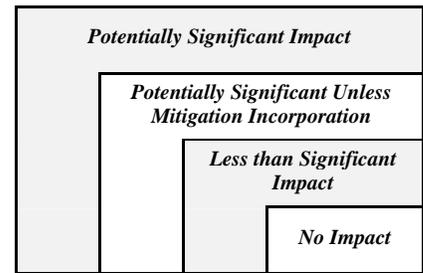
- (a) The project site is located in the Central Valley Region (Region V). The Regional Water Quality Control Board (RWQCB) is responsible for the preparation and implementation of basin water quality control plans for defined regions that are consistent with the Federal Clean Water Act. Specific criteria for discharging pollutants or stormwater into surface waters are established for the various basins within the defined regions of California. Any facility or activity that will discharge wastewater 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.

- (b) No new water or wastewater treatment plants are proposed or are required for the project.
- (c) On-site stormwater drainage facilities are required on-site to reduce runoff to discharge levels that do not exceed site discharge levels pre-existing 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*.
- (d) In the updated Facility Improvement Letter, dated December 21, 2005, provided by the applicant, the El Dorado Irrigation District states that a 12-inch water main is adjacent to the site in El Dorado Road. This water line has adequate capacity and pressure to serve the project's 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 updated Facility Improvement Letter, dated December 21, 2005, provided by the applicant, the El Dorado Irrigation District states that an 8-inch sewer force main is adjacent to the site in El Dorado Road. Section 3.2c of the El Dorado Irrigation District's *Rules and Regulations Governing the Distribution and Use of Water/Wastewater and Recycled Water* states: "For service of three (3) EDU's or less, and where a septic system can be installed, connection to a force main is prohibited." No information has been provided by the applicant addressing the waste disposal service needs of the proposed project in EDU's. However, General Plan Policy 5.3.1.1 establishes that "*High density and multi-family residential, commercial, and industrial projects shall be required to connect to public wastewater collection facilities as a condition of approval except in Rural Centers and areas designated as Platted Lands (-PL). In the Community Regions of Georgetown and Camino/Pollock Pines, the long term development of public sewer service shall be encouraged to develop; however, development projects will not be required to connect to wastewater collection facilities where such connection is infeasible, based on the scale of the project (Res. No. 298-98, December 8, 1998).*" In this instance, the El Dorado Environmental Management Department supports the project connecting to public sewer as it is within 250 feet of the project site. A condition of approval will be included requiring the applicant/property owner to connect to public sewer and meet all requirements of the El Dorado Irrigation District.
- (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.) may 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.

**FINDING:** No significant impacts will result to utility and service systems from development of the project. For the "Utilities and Service Systems" section, the thresholds of significance have not been exceeded and no significant environmental effects will result from the project.



<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:</b>				
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?			✓	
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)?			✓	
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

**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 California Environmental Quality Act (CEQA) Guidelines as “two or more individual effects, which when considered together, are considerable or which compound or increase other environmental impacts.” Based on the analysis in this Initial Study, it has been determined that the project will not result in cumulative impacts.
- c) Based upon the discussion contained in this document, it has been determined that the project will not have any environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly (no impacts identified, or mitigation has been included in the project design to reduce the impact).

## **SUPPORTING INFORMATION SOURCE LIST**

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

2004 El Dorado County General Plan

El Dorado County General Plan Draft Environmental Impact Report

Volume I - Comments on Draft Environmental Impact Report

Volume II - Response to Comment on DEIR

Volume III - Comments on Supplement to DEIR

Volume IV - Responses to Comments on Supplement to DEIR

Volume V - Appendices

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

El Dorado County General Plan - Volume II - Background Information

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 Impact Analysis for the El Dorado Card Lock Project.* Donald Ballanti, June 2002

*Cultural Resource Assessment of a Parcel proposed for a Card lock Fuel Station, APN 327-090-03.* El Dorado County, CA  
Peak & Associates, Inc. May 2, 2001.

*El Dorado Irrigation District – Facility Improvement Letter.* December 21, 2005.

*Traffic Impact Study for the Proposed Card Lock Gas Station.* TJKM Transportation Consultants June 17, 2002. Revised  
October 21, 2002.

<b>MITIGATION MEASURES AND MONITORING</b>			
<i>Impact</i>	<i>Mitigation Measure</i>	<i>Responsible Agency</i>	<i>Time Frame</i>
<i>Aesthetics/ View</i>	<i>The proposed retaining walls shall be of natural rock materials, or include aesthetic colors or designs. The applicant shall not utilize plain cement masonry blocks for the retaining wall. In addition, the proposed retaining walls along the Highway 50 frontage shall be designed and installed with steps or niches every 2.5 feet to 5 feet to allow for landscaping of the retaining wall in order to minimize the aesthetic impact. The materials and landscaping shall be approved by Planning Services prior to approval of any building permits for the retaining wall(s).</i>	<i>Planning Services</i>	<i>Approval of Building Permits and Final Landscape Plan</i>
<i>Aesthetics/ View</i>	<i>The applicant shall provide a minimum 5-foot-wide landscaping strip along the Highway 50 frontage in front of the retaining wall 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 Planning Services prior to approval of any building permits for the site.</i>	<i>Planning Services</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 <b>El Dorado County Air Quality Management District Rule 502: General Conformity Rule</b>, which requires compliance with the State and National Ambient Air Quality Standards.</i>	<i>Air Quality Management 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 <b>District Rule 223</b>, and the applicant shall submit a <b>Fugitive Dust Prevention and Control Plan</b> to the AQMD prior to any grading activities on the site.</i>	<i>Air Quality Management 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 <b>District Rule 224: Cutback and Emulsified Paving Materials</b>, 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 Quality Management District</i>	<i>During Grading and Construction activities on site</i>
<i>Short-term Air Quality Impact</i>	<i>Pursuant to <b>El Dorado County Air Quality Management District Rule 501.3(A): Authority to Construct</b>, the applicant shall receive authorization for construction (Authority to Construct) from the Air Quality Management District prior to commencement of grading and construction activities on the site.</i>	<i>Air Quality Management 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 Quality Management</i>	<i>During Grading and Construction</i>

<b>MITIGATION MEASURES AND MONITORING</b>			
		<i>District</i>	<i>activities on site</i>
<i>Short-term Air Quality Impact</i>	<i>The proposed project shall comply with all applicable National, State, and local rules and regulations pertaining to TACs and gasoline stations, specifically Rule IX, Section A relating to benzene emissions.</i>	<i>Air Quality Management District</i>	<i>During Grading and Construction activities on site</i>
<i>Short-term Air Quality Impact</i>	<i>The project applicant shall apply for an Authority to Construct and Permit to Operate from the El Dorado County Air Quality Management District for any major on-site point source emissions in accordance with existing El Dorado AQMD rules and regulations. A health risk assessment shall be prepared for point sources that have the potential to emit toxic air contaminants. Resultant health risks shall not exceed the State of California thresholds for cancer and non-cancer risks.</i>	<i>Air Quality Management District</i>	<i>During operation</i>
<i>Short-term Air Quality Impact</i>	<i>The proposed project shall comply with any applicable requirements of the <b>El Dorado County Air Quality Management District Rule 238: Gasoline Transfer and Dispensing</b>, which requires compliance with State vapor recovery requirements and use of Toxic-Best Available Control Technology (TBACT).</i>	<i>Air Quality Management District</i>	<i>During operations on the site</i>
<i>Hazard &amp; Hazardous Materials / Ground-Water Quality</i>	<i>The applicant shall have a geotechnical investigation completed with recommendations and findings relating to the presence of groundwater on the site. If the geotechnical report determines that groundwater is present, the project will be subject to the installation of a perimeter monitoring system capable of detecting the presence of petroleum products within groundwater. The geotechnical investigation shall be subject to the review and approval of the Environmental Management Department prior to any construction activities on the site.</i>	<i>Environmental Management – Solid Waste / Hazardous Materials Division</i>	<i>During installation of the tanks and monitoring systems</i>
<i>Hazard &amp; Hazardous Materials</i>	<i>The site shall be equipped with an automatic monitoring system that has the capability of shutting the entire fueling system down in the event an alarm is activated. An outside audible leak alarm shall be installed on the building. An outside audible overfill alarm shall be installed on the building, separate from the leak alarm system. All the alarm systems and monitoring equipment shall be connected to a phone modem, which communicates in an immediate manner with the owner/operator or representative of the petroleum service company.</i>	<i>Environmental Management – Solid Waste / Hazardous Materials Division</i>	<i>During installation of the tanks and monitoring systems</i>
<i>Surface Water Quality</i>	<i>No runoff from the overhanging area or canopy shall drain onto the fuel area, and downspouts shall be used to route drainage water away from the fueling area.</i>	<i>Environmental Management – Solid Waste / Hazardous Materials Division</i>	<i>At the time of installation of the fuel pumps</i>

<b>MITIGATION MEASURES AND MONITORING</b>			
<i>Surface Water Quality</i>	<i>The fuel dispensing area shall be paved with Portland cement concrete, or an equivalent smooth impervious surface. The use of asphalt concrete in the fueling area is prohibited. At a minimum the concrete surface for the fueling area must extend 6.5 feet beyond the corner of each fuel dispenser, or the length at which the nozzle assembly may be operated plus one foot, whichever is less.</i>	<i>Environmental Management – Solid Waste / Hazardous Materials Division</i>	<i>At the time of installation of the fuel pumps</i>
<i>Surface Water Quality</i>	<i>The fuel dispensing area shall have a 2 percent to 4 percent finished slope to prevent ponding and must be physically separated from the rest of the facility to prevent the flow of surface stormwater in the fueling area to the greatest extent practicable.</i>	<i>Environmental Management – Solid Waste / Hazardous Materials Division</i>	<i>At the time of installation of the fuel pumps</i>

## **Mitigation Measure Agreement for Z01-0006 & PD02-0001 El Dorado Card Lock Fueling Facility**

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 Services  
Jason R. Hade AICP, Senior Planner

Signature of Applicant / Owner / Agent:

By \_\_\_\_\_

\_\_\_\_\_

Print Name and address below

\_\_\_\_\_  
Print Name and title above

\_\_\_\_\_

\_\_\_\_\_

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