CREEKSIDE PLAZA
(Z10-0009/P10-0012/PD10-0005)
EL DORADO COUNTY, CALIFORNIA
Supplemental Environmental Impact Report

STATE CLEARINGHOUSE NO. 2011092017

SEIR STATE CLEARINGHOUSE NO. 2022040338

Prepared for:

COUNTY OF EL DORADO
2850 FAIRLANE COURT
PLACERVILLE, CA 95667

Prepared by:

Michael Baker INTERNATIONAL

3100 ZINFANDEL DRIVE, SUITE 125
RANCHO CORDOVA, CA 95670

JANUARY 2025

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1.0 Introduction

The El Dorado County (County), as the Lead Agency, has prepared this Draft Supplemental Environmental Impact Report (SEIR) to update the analysis presented in the Final EIR (FEIR) for Creekside Plaza (Creekside Plaza FEIR), which was certified by the County on December 18, 2019 (State Clearinghouse No. 2011092017). This SEIR has been prepared in accordance with the California Environmental Quality Act (CEQA), as codified in California Public Resources Code (PRC) Section 21000 et. seq., and the State CEQA Guidelines in the Code of Regulations, Title 14, Division 6, Chapter 3, particularly CEQA Guidelines Section 15163, addressing SEIRs.

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. This SEIR evaluates the potential environmental impacts associated with implementation of the proposed Project located at the northwest corner of the Forni Road and Missouri Flat Road intersection in the Diamond Springs area outside the incorporated City of Placerville, in El Dorado County, California.

1.1 Purpose and Intended Use of the SEIR

An EIR is an informational document used in the planning and decision-making process. It is not the purpose of an EIR to recommend approval or denial of a project. CEQA requires the decision makers to balance the benefits of a project against its unavoidable environmental risks. If environmental impacts are identified as significant and unavoidable, the project may still be approved if decision makers determine that social, economic, or other benefits outweigh the significant and unavoidable impacts. In that case, a "statement of overriding considerations" is required (Section 15093 of the CEQA Guidelines), stating the specific reasons for approving the project, based on information contained in the EIR and other information in the record.

This SEIR is a public document that evaluates the environmental effects associated with implementation of the Creekside Plaza Arco Project, which is proposed within the previously approved Creekside Plaza project (approved project) site. Pursuant to Sections 15162 and 15163 of the CEQA Guidelines, when it is determined that the proposed changes to a project, or changes in the circumstances under which a project will be undertaken, would result in new significant impacts not identified in the FEIR, or cause a substantial increase in the severity of significant impacts identified in the FEIR, preparation of an SEIR is required.

CEQA Guidelines Section 15163(a) states that an SEIR may be prepared if:

(1) substantial changes would occur with respect to the circumstances under which the project is undertaken due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (pursuant to Section 15162(a)(2) of the State CEQA Guidelines), and

(2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The following provisions of Section 15163 also apply:

(b) The supplement to the EIR need only contain the information necessary to make the previous EIR adequate for the project as revised.

(c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.

(d) A supplement to an EIR may be circulated by itself without recirculating the previous draft of an FEIR.

(e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

Accordingly, an SEIR can be prepared if any of the conditions listed above would require preparation of a Subsequent EIR, and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. In this instance, conditions associated with developing an Arco station are expected to be similar or identical to those assessed for the approved project, and, in other instances, impacts may be lessened. Confirmation of areas in which the prior assessment was wholly adequate are documented in this SEIR.

The Creekside Plaza Arco Project SEIR is intended to serve as a supplement to the Creekside Plaza FEIR and identifies where the currently revised Project would result in environmental effects that are potentially greater than effects disclosed in that document. Modifications particularly relate to potential changes in proposed land uses associated with the revised Project (i.e., gas station, convenience store, and car wash as compared to the office and retail uses previously analyzed in the Creekside Plaza FEIR) and/or where changes in regulations or County plans may require new analysis (such as VMT). Elements of the prior analysis that are unchanged will not be re-analyzed in this SEIR, but a summary discussion of those areas for which impacts remain the same or would be lessened is provided for in Chapter 4 of this SEIR.

1.2 Prior Environmental Review

1.2.1 CEQA Analyses for the Creekside Plaza

A prior EIR addressing development of the approximately 4.1-acre project site was prepared, circulated for public comment, and certified by the County on December 18, 2019 (State Clearinghouse No. 2011092017; hereafter referred to as the Creekside Plaza FEIR).

The approved project evaluated in the FEIR consisted of three related actions:

- Rezone (Application File #Z10-0009) of the site from Community Commercial—Design Control (CC-DC) to Community Commercial-Planned Development (CC-PD) and Open Space-Planned Development (OS-PD).
- Tentative Parcel Map (Application File # P10-0012) to subdivide the site into four parcels, including three buildable parcels and one 1.14-acre open space parcel, as well as a general vacation of a 0.22-acre portion of Forni Road Right of Way that would be added to the development.

- Planned Development Permit (Application File # PD10-0005) to establish a Development Plan for the proposed commercial center containing three buildings totaling 30,560 square feet (at maximum buildout), served by on-site parking, lighting, signage, and landscaping.

The approved project would develop three commercial buildings located on the south and southwestern portions of the property between Missouri Flat Road and the on-site riparian area. One commercial building (Building A) would be located in the northernmost portion of the property and would contain approximately 20,060 square feet of office and retail space in two-stories. The second commercial building (Building B) would be located in the eastern portion of the property and would contain a 1,350-square-foot retail store and a 2,550-square-foot fast-food restaurant with drive-thru. The third commercial building (Building C) would be located in the southernmost portion of the property would contain approximately 6,600 square feet of retail space. In addition, the approved project would provide 1.14 acres of open space.

A retaining wall would divide the approved development area from the on-site riparian area. Boulders, trees, and other landscaping elements would complement the functionality of the retaining wall by providing a high-quality aesthetic barrier to soften or shield views from along Forni Road and beyond. Additional landscaping located along project frontages would reduce any potential aesthetic impacts from viewers along local roadways.

Environmental analyses presented in the Creekside Plaza FEIR addressed ground disturbing activities during grading and site preparation, as well as environmental effects associated with construction and operational activities. Environmental topics for which no impacts or less-than-significant impacts were identified included Aesthetics, Agricultural and Forestry Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, and Utilities and Service Systems (refer to Section 7, Effects Found not to be Significant or Less than Significant).

The approved project was determined to be consistent with the General Plan land use and zoning designations of the property. Therefore, the approved project was found to be population-serving, rather than population-generating, and was identified as not creating significant growth-inducing effects.

Significant impacts were identified for the approved project related to Air Quality, Biological Resources, and Transportation/Traffic (refer to Section 7, Effects Found not to be Significant or Less than Significant, and Section 3, Environmental Impact Analysis, for a detailed discussion of the impacts). Mitigation measures and/or measures incorporated into approved project design through conditions of approval were identified to reduce each of these potential impacts to less-than-significant levels.

1.2.2 Application of Prior Analyses to the Revised Project

Pursuant to Sections 15162 and 15163 of the CEQA Guidelines, a lead agency should limit an SEIR's discussion of environmental effects to specific issues where significant effects on the environment may deviate from those discussed in the previously certified EIR. This SEIR is intended to serve as a supplement to the Creekside Plaza FEIR, focusing on issues where the revised Project would result in environmental effects that are potentially greater than effects disclosed in the prior document. Modifications described in this SEIR particularly relate to the proposed changes in land uses associated with the revised Project

and/or where changes in regulations or County plans may require new analysis. Impacts and conditions presented in the Creekside Plaza FEIR serve as the primary basis of comparison for the SEIR analysis.

All proposed uses would occur within the graded impact footprint identified in the Creekside Plaza FEIR. The Project site continues to be undeveloped and undisturbed. Applicable mitigation measures, identified in the Mitigation Monitoring and Reporting Program incorporated into the Creekside Plaza FEIR, have not been implemented.

Overall, "footprint" impacts related to vegetation removal, potential for on-site hazardous substances, or other issues directly related to ground disturbance that has occurred subsequent to certification of the Creekside Plaza FEIR have been adequately addressed and do not need new review. Consistent with CEQA Guidelines Section 15163, elements of the prior analysis that are unchanged are not re-analyzed in the SEIR, but a summary discussion of those areas for which impacts remain the same or would be lessened are provided for the reader's use. Please also see information on this in Section 1.5, Organization of the SEIR, below, and in Chapter 3.0, Environmental Effects Requiring Additional Analysis, of this SEIR.

1.3 Environmental Review Process

1.3.1 Lead, Responsible, and Trustee Agencies

The public agency with the principal responsibility for carrying out or approving a project or the first public agency to make a discretionary decision to proceed with a proposed project should ordinarily act as the "lead agency" pursuant to CEQA Guidelines Sections 15050 through 15051. The County is the Lead Agency for the revised Project evaluated in this SEIR. Before taking action to approve the revised Project, the County (serving as the Lead Agency) has the obligation to (1) ensure this SEIR has been completed in accordance with CEQA; (2) review and consider the information contained in this SEIR as part of its decision-making process; (3) make a statement that this SEIR reflects the County's independent judgment; (4) ensure that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary, (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or Project alternatives identified in this SEIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines Sections 15090 through 15093).

Additionally, CEQA Section 21104 requires that all EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines Sections 15082 and 15086(a)). As defined by CEQA Guidelines Section 15381, the term "Responsible Agency" includes all public agencies other than the Lead Agency which have discretionary approval power over a project. A "Trustee Agency" is defined in CEQA Guidelines Section 15386 as a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California.

The Responsible and Trustee Agencies will use this SEIR in their discretionary approval process; approvals and/or permits required to be obtained for the revised Project are identified in Chapter 2.0, Project Description.

1.3.2 Notice of Preparation/Scoping Process of the Draft SEIR

Scoping is the public process conducted to solicit environmental concerns of individuals, organizations, and agencies about a proposed project. This allows the Lead Agency to adequately address these concerns within a project's environmental document. Scoping is an integral part of the CEQA process because it allows interested parties to participate directly in the preparation of the environmental document, and to identify significant environmental effects and alternatives.

To initiate the public scoping process and in accordance with Section 15082 of the CEQA Guidelines, the County circulated a NOP of a Draft SEIR on July 17, 2024. The NOP submitted to the State Clearinghouse (State Clearinghouse Number 2022040338). The NOP was distributed to various governmental agencies and other interested parties. The 30-day public review period for the NOP ended at 5:00 p.m. on August 18, 2024. No responses were received during the NOP public scoping period.

The County also held a public scoping meeting for all public agencies, organizations, and interested parties to obtain information regarding the content and scope of the Draft SEIR consistent with Section 21083.9 of the Public Resources Code. The meeting was held on Wednesday, July 17, 2024, from 6:00 to 7:00 p.m. at the Diamond Springs-El Dorado Fire Station 49 located at 501 Pleasant Valley Road in Diamond Springs, CA. The scoping meeting format consisted of a brief Project presentation, followed by an open house forum with County staff and applicant representatives available to address questions and comments from attendees. Comments focused on safety for pedestrians, particularly students from Herbert C. Green Middle School.

Appendix A to this SEIR includes the NOP, comment letters received in response to the NOP, and written comments submitted during the scoping meeting. As appropriate, each of the issues identified during public scoping are addressed within the CEQA analyses in this document. Please see Section 1.5 for additional information on the technical areas addressed in this SEIR.

1.3.3 Public Review of the Draft SEIR

Among the principal objectives of CEQA are that the environmental review process be a public one and that the environmental document inform members of the general public, technical reviewers, and decision makers of the physical impacts associated with the revised Project. This Draft SEIR has been published and circulated for public review in accordance with Section 15087 of the CEQA Guidelines. The document is subject to review and comment by the public and interested jurisdictions, agencies, and organizations for a period of 45 days beginning Monday, January 13, 2025 and ending Friday, February 28, 2025. The SEIR document and the prior Creekside Plaza EIR can be reviewed online at the following link:

> https://www.eldoradocounty.ca.gov/Land-Use/Planning-Services/Environmental-Impact-Report-EIR-Documents

Hard copies of the Draft SEIR are available at the following location:

> County of El Dorado
> Planning Division
> 2850 Fairlane Court
> Placerville, CA 95667

During this period, comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the proposed Project might be avoided or mitigated" will be accepted by the County pursuant to CEQA Guidelines Section 152049(a). A public meeting will be held by the County during this public review period to gather additional public input on the Project and the adequacy of the Draft SEIR. Notification of the date and time of the public hearing will be published prior to the scheduled date. In addition, comments on this Draft SEIR may be transmitted via post, email, or fax to:

County of El Dorado
Planning Division
2850 Fairlane Court
Placerville, CA 95667
Phone: (530) 621-5355
Email: creeksideplazaarco@edcgov.us or planning@edcgov.us

1.3.4 Final SEIR and the Public Hearing Process

Following the public review period, a Final SEIR will be prepared to address comments received on the Draft SEIR during the public review period. The Final SEIR will include all written comments received during the scoping and public review period. The County will review all public comments received on the Draft SEIR and provide a written response to all written comments pertaining to substantive environmental issues and/or adequacy of the Draft SEIR as part of the Final SEIR, and, as applicable, edits and errata made to the Draft SEIR will be included. The County will also prepare written Findings documenting significant Project impacts, and mitigation, impact conclusions, and a Statement of Overriding Considerations, as necessary with respect to significant and unmitigable environmental effects identified in the SEIR (CEQA Guidelines Sections 15091 and 15093, respectively). The County will then consider certification of the Final SEIR (CEQA Guidelines Sections 15090) as complete and adequate under CEQA.

If the Final SEIR is certified, the County may consider Project approval (CEQA Guidelines Section 15092). When deciding whether to approve the revised Project, the County will consider potential impacts and required mitigation, and whether there are impacts not mitigated to less than significant levels (i.e., whether some impacts would remain significant and unmitigable). These environmental considerations, as well as economic and social factors, along with other information contained in the Project's administrative record, will be weighed by County decision-makers during consideration of Project approval.

If the revised Project is approved, the County will file a Notice of Determination with the State Clearinghouse and El Dorado County Clerk within five working days after Project approval (CEQA Guidelines Section 15094).

Subsequent to certification of the Final SEIR, other agencies with permitting authority over all or portions of the proposed Project will be able to use the Final SEIR's environmental analysis during their consideration regarding approval or denial of applicable permits under their jurisdiction.

1.4 Required Public Actions and Approvals

This SEIR and associated documentation would be used by the City and other agencies with permitting authority to support the review and approval process for the revised Project. The revised Project is requesting an amendment to a previously approved project (PD10-0005) and involves the following two related actions:

- **Planned Development Plan Amendment** for a proposed convenience store, carwash, and fueling island, which would replace the retail building and Quick Serve restaurant/retail building with drive-through located at the southern tip of the property, and
- **Conditional Use Permit** for a proposed carwash associated with a convenience store and fueling station.

The retail and fast food restaurant with drive-thru would remain the same, and no changes are proposed to the parcel intended for a conservation easement.

1.5 Organization of the SEIR

The content and format of this Draft SEIR are designed to meet the requirements of CEQA. This Draft SEIR includes the following chapters:

- **Summary** outlines the revised Project and provides a summary of the revised Project compared to the analyzed alternatives. This chapter also summarizes potential new significant impacts, identifies existing and/or new feasible mitigation measures proposed to reduce or avoid each significant Project impact, and identifies impacts that would remain significant following mitigation.
- **Chapter 1, Introduction**, briefly discusses the purpose and intended uses of the SEIR, Project background and previous environmental review, environmental review process and procedures, required actions and approvals, and format and organization of the SEIR.
- **Chapter 2, Project Description**, provides Project objectives, a thorough description of the revised Project (textual narrative and graphics describing Project elements, including its location and characteristics), construction parameters and phasing, and list of discretionary actions and approvals.
- **Chapter 3, Environmental Effects Requiring Additional Analysis**, introduces those topics, based on the change in land uses and/or regulatory conditions, requiring additional environmental review from that completed and certified for the approved project. Within each environmental topic, the regulatory and environmental setting are discussed. For each identified threshold of significance, a summary is provided of impact significance conclusions from the Creekside Plaza FEIR and identification of potential issues requiring new analysis. New or revised mitigation measures to reduce or avoid significant impacts, and conclusions regarding the level of significance after mitigation for each environmental impact issue are provided. Topics evaluated in this chapter include:
    - Noise: This section analyzes potential noise- and vibration-related impacts from Project implementation relevant to the City's established noise thresholds.
    - Transportation/Traffic: This section provides an updated level of service (LOS) VMT analysis completed in accordance with new CEQA Guidelines (in effect as of July 1, 2020).

- **Chapter 4, Effects Found Not to be Significant**, evaluates environmental issue areas for which effects of the proposed Project were determined not to be significant and were therefore not discussed in detail in the SEIR. The chapter includes both:
    - 4.1, *Effects Adequately Analyzed in the Creekside Plaza FEIR*, which details issue areas that were found not to require additional analysis from that provided in the Creekside Plaza FEIR; and
    - 4.2, *Effects Found Not to be Significant as Part of the SEIR Process*, which describes issue areas that were determined to not be significant upon evaluation through the SEIR process.
- **Chapter 5, Cumulative Impacts**, addresses cumulative effects relative to specific environmental topics where changed conditions require further analysis (i.e., issue areas addressed in Chapter 4 of the SEIR). Cumulative impact refers to two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.
- **Chapter 6, Other CEQA-Mandated Sections**, addresses the Project's potential growth-inducing impacts relative to changes in the revised Project Description from the approved Project, which could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. This chapter also addresses impacts that have been identified as significant and unavoidable and provides an analysis of the significant irreversible changes in the environment that would result from the revised Project.
- **Chapter 7, Alternatives**, builds on the alternatives analyzed in the Creekside Plaza FEIR and analyzes a reasonable range of potentially feasible alternatives to the revised Project that have the potential to reduce or avoid new significant impacts associated with implementation of the revised Project.
- **Chapter 8, References**, lists the references and sources cited in each section of the SEIR.
- **Chapter 9, Individuals Consulted / Preparers**, provides a list of persons, organizations, and agencies that contributed to the preparation of this SEIR.
- **Chapter 10, Mitigation, Monitoring, and Reporting Program**, provides a list of mitigation measures identified in this SEIR.

Supporting materials and technical appendices include the following:

Appendix A - Notice of Preparation and Comment Letters
Appendix B - Noise Impact Analysis
Appendix C - Traffic Study
Appendix D - Vehicle Miles Traveled Study
Appendix E - Air Quality and Greenhouse Gas Emissions Technical Report
Appendix F - Oak Resources Technical Report

The Final SEIR will contain the Mitigation Monitoring and Reporting Program (MMRP) for the Project, comments received on the Draft SEIR and responses, and changes or clarifications to the Draft SEIR that were made in response to public comments.

2.0 Project Description

This chapter has been prepared pursuant to CEQA Guidelines Section 15124. It provides a description of the revised Project, including discussion of the revised Project objectives, location, background and context, revised Project element description, construction parameters and phasing, and a list of discretionary actions and approvals.

This SEIR analyzes the potential effects to the physical environmental associated with all components of the revised Project, including planning, construction, and ongoing operation. The Project applicant, Strauch and Company, is requesting the following discretionary approvals from the County to implement the revised Project:

- **Planned Development Plan Amendment** for a proposed convenience store, carwash, and fueling island located at the southern tip of the property, and
- **Conditional Use Permit** for a proposed carwash associated with a convenience store and fueling station.

As described in further detail in Section 2.4, Project Characteristics, approval of these actions would allow for an ARCO development, consisting of a new convenience store of 2,880 square feet, a carwash of 3,325 square feet, a fuel canopy of 3,784 square feet with 12 vehicle fueling positions, three underground storage tanks (two tanks would be compartmentalized in a single tank), and related site improvements and landscaping.

The revised Project's applications, as submitted to the County by the Project applicant, are herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at the El Dorado County Planning Division, 2850 Fairlane Court Placerville, CA 95667. All other discretionary and administrative approvals that would be required of the County or of other government agencies are included within the scope of the approved Project analyzed in the certified Creekside Plaza FEIR.

2.1 Project Location

The Project site is located within the El Dorado—Diamond Springs Community Region at the northwest corner of the intersection of Forni Road and Missouri Flat Road (refer to Exhibits 2-1 and 2-2). The Project site consists of three parcels (Assessor's Parcel Numbers 327-211-14, 327-211-16, and 327-211-25), totaling approximately 4.39 acres.

2.2 Project Background and Context

A prior EIR addressing development of the site was prepared, circulated for public comment, and subsequently certified by the County on December 18, 2019 (State Clearinghouse No. 2011092017; hereafter referred to as the Creekside Plaza FEIR). The project analyzed in the Creekside Plaza FEIR consisted of three related actions:

- Rezone (Application File #Z10-0009) of the site from Community Commercial—Design Control (CC-DC) to Community Commercial-Planned Development (CC-PD) and Open Space-Planned Development (OS-PD).

- Tentative Parcel Map (Application File # P10-0012) to subdivide the site into four parcels, including three buildable parcels and one 1.14-acre open space parcel, as well as a general vacation of a 0.22-acre portion of Forni Road Right of Way that would be added to the development.

- Planned Development Permit (Application File # PD10-0005) to establish a Development Plan for the proposed commercial center containing three buildings totaling 30,560 square feet (at maximum buildout), served by on-site parking, lighting, signage, and landscaping.

Environmental analyses presented in the Creekside Plaza FEIR addressed ground disturbing activities during grading and base site preparation of approximately 4.3 acres, as well as the environmental effects associated with construction and operation of the approved project. Additional detail on the approved project and Creekside Plaza FEIR is provided in Chapter 1.0 of this SEIR in Section 1.2, Prior Environmental Review.

2.3 Project Objectives

The purpose of the revised Project is to develop a convenience store with car wash and fueling stations in a predominantly commercial area of Missouri Flat Road.

The following are the revised Project objectives for the purposes of this SEIR:

- Positively contribute to the local economy through new capital investment, the creation of new jobs, the provision of new services, and the expansion of the tax base.
- Promote commercial development consistent with County General Plan policies adopted to achieve the objective of providing greater opportunities for County residents to shop within El Dorado County.
- Develop vacant underutilized land within the Missouri Flat Road commercial corridor consistent with existing land use designations.
- Preserve in perpetuity, a portion of the on-site ravine and associated vegetation while maintaining consistency with the applicable United States Army Corps of Engineers 404 permit process.
- Provide for on-site development while maintaining areas of oak woodland and consistency with the Oak Resources Management Plan.
- Promote land use compatibility with Herbert C. Green Middle School by incorporating pedestrian paths of travel, including crosswalks and pathways.
- Develop a modern convenience store that employs architecture consistent with the Missouri Flat Design Guidelines and provides ample landscaping, thereby promoting a high-quality visual appearance.

Promote accessibility to public transit, bicycles, and pedestrians through the accommodation of these modes of transportation in site planning efforts.

2.4 Project Characteristics

The revised project would replace the previously approved two-story commercial building at the northernmost portion of the property with a convenience store, carwash, and fueling island. The two commercial buildings located on the southeastern portion of the property will remain the same (retail space and fast-food restaurant with drive-thru), and no changes are proposed to the parcel intended for a conservation easement. The convenience store would consist of a 2,880-square-foot building, a car wash covering 3,325 square feet including a mechanical room and attendant booth, and a 3,784-square-foot fuel canopy with six fuel dispensers for a total of twelve vehicle fueling positions. The fueling dispensers would require installation of three underground storage tanks. In addition, the revised project would provide 1.14 acres of open space (refer to Exhibit 2-3).

The revised Project would provide pedestrian-friendly amenities including a bike rack capable of storing eight bicycles, two storage bike lockers, and a new sidewalk along Forni Road with an accessible path from the public right-of-way onto the Project site. Onsite landscaping would cover 18,162 square feet (approximately 28% of the site). The revised Project design includes twelve parking stalls located in front of the convenience store, one parking stall on the west side of the convenience store, and four parking stalls along the Missouri Flat frontage for EV charging). Fourteen vacuum stalls would be located south of the carwash.

Access to and from the Project site for the fueling island and convenience store side would be provided from two full access 40-foot wide driveways including along Forni Road approximately 200 feet from the intersection of Missouri Flat Road and along Missouri Flat Road approximately 400 feet from the intersection of Forni Road. The carwash would be accessed from a two-lane entry point located behind the convenience store which would direct cars to a payment station.

A retaining wall would divide the proposed developed area from the on-site riparian area. Boulders, trees, and other landscaping elements would complement the functionality of the retaining wall by providing a high-quality aesthetic barrier to soften or shield views from along Forni Road and beyond. Additional landscaping located along project frontages would reduce any potential aesthetic impacts from viewers along local roadways.

2.3.1 General Plan Designation and Zoning

The Project site is designated Commercial (C) by the County of El Dorado 2004 General Plan. The purpose of the Commercial land use category is to provide a full range of commercial retail, office, and service uses to serve the residents, businesses, and visitors of El Dorado County (County of El Dorado 2004; 2009). The acceptable floor area ratio (FAR) for the Commercial designation is 0.85.

The Project site was rezoned from one-acre residential (R1A) to Community Commercial with a Planned Development combining zone (CC-PD) as part of the original Creekside Plaza project (Z10-0009/PD10-0005/P10-0012) that the Board of Supervisors approved on December 17, 2019.

Planned developments, such as that proposed for the revised Project, provide for innovative planning and development techniques and encourage balanced growth to better reflect the character and scale of the community in which it occurs, while minimizing impacts on the surrounding areas, to provide more

efficient utilization of the land, and to allow for flexibility of development while providing for general public benefits (County of El Dorado 2004; 2009).

2.3.2 Landscaping, Lighting, and Signage

The revised Project would include new lighting including pole lighting, security lighting, and spot lighting for buildings. All lighting would be required to comply with the Missouri Flat Development Guidelines for lighting as well as County Zoning Ordinance Chapter 130.34, Outdoor Lighting. As such, the revised Project would be required to utilize hooded or screen lighting to direct the source of light downward and focus it onto the Project site.

The revised Project would also include signage for the various commercial tenants in compliance with County Zoning Ordinance Chapter 130.16, Signs.

2.3.3 Transportation/Circulation/Parking

The primary access to the site would be from encroachments onto Missouri Flat Road, Forni Road, and Road 2233, all of which are maintained by the County. The Diamond Springs-El Dorado Fire Protection District (Fire District) and the El Dorado County Transportation Division (TD) have previously reviewed the proposed on-site and off-site access and circulation proposed for the Project. The Fire District found the proposed driveway circulation plans to be adequate for safe emergency ingress/egress and access width and surfacing. The TD has recommended conditions of approval to assure the three encroachments would be constructed to County standards for size, line-of-sight, turn-lane safety, and surfacing.

2.3.4 Open Space Parcel

As indicated by Biological Resource Assessments prepared for the approved and revised Project, the Project site contains 1.1 acres of riparian habitat, within which is 0.50 acre of Waters of the U.S as verified by the United States Army Corps of Engineers (USACE). Portions of the proposed development area would occur within the 50-foot setback riparian area for the construction and installation of the retaining walls and parking areas. Approximately 299 feet of the identified intermittent stream (Waters of the United States) and associated riparian area are proposed to be filled with soil beginning at the culvert under Forni Road then northwest into the project area. That portion would be routed through a 48-inch-diameter culvert installed underground and routed to the west of the convenience store, continuing to just north of the car wash, then back into the remaining creek bed. As indicated by the USACE, work within the potentially jurisdictional Waters of the U.S. should not start until USACE has permitted authorization for the activity. As such, the Project applicants have initiated the permit application process for the Project with the USACE, and they in turn are developing mitigation measures through the 404 Permit process. The USACE permit will define terms and conditions, including mitigation, for the fill activities.

The 1.14-acre open space parcel includes an undisturbed portion of the riparian habitat and Waters of the United States which would become a Conservation Easement. The open space parcel would be protected in perpetuity by creating the easement with a third-party conservator who would hold the easement and ensure enforcement of the USACE permit and easement. The Applicant would also provide an endowment for the management of the preserved area. The conservation easement would be required with implementation of Mitigation Measure BIO-2 recommended in the Creekside Plaza EIR.

2.3.5 Utilities and Infrastructure

There are existing phone and electrical facilities which would be extended on to the site from the Project site boundaries. Domestic water service is available at the site and would be upgraded as required by the El Dorado Irrigation District (EID) and the Fire District. The revised Project would connect to existing EID wastewater water and sewer facilities which consist of an existing 10-inch water line in Forni Road and a 6-inch sewer line and lift station located to the north on an adjoining parcel, which would be extended to provide water and sewer service to the Project.

On-site stormwater is proposed to be collected through a stormwater detention system designed to detain stormwater discharges. The stormwater detention system would consist of two barrels of ADS MC 3500 chambers and a flow control box, in order to ensure water quality is preserved. The flow control box would be fitted with a discharge manifold with two orifices (at varying elevations) and an overflow weir. All collected stormwater runoff would be directed to an ADS BayFilter proprietary system (stormwater filter designed to effectively remove pollutants such as total suspended solids, phosphorus, metals, nitrogen, trash and hydrocarbons) prior to being discharged from the site. Stormwater would then be released at a controlled rate and outlet to the natural wetland located onsite as approved previously by El Dorado County.

2.3.6 Construction Considerations

The development of the revised Project would consist of on-site road encroachment, site fill, and grading improvements, utility installation, trenching, and construction of buildings. Project construction would take approximately 1 year. On-site earthwork would consist of approximately 2,041 cubic yards of cut and 44,697 cubic yards of imported fill.

2.5 Discretionary Actions and Approvals

This SEIR is being prepared by the County of El Dorado to assess the potential environmental impacts that may arise in connection with actions related to implementation of the revised Project. Pursuant to CEQA Guidelines Section 15367, the County of El Dorado is the lead agency for the revised Project and has discretionary authority over the revised Project and Project approvals. The SEIR is intended to address all public infrastructure improvements and all future development that are within the parameters of the revised Project.

2.5.1 Discretionary and Ministerial Actions

Discretionary approvals are required by the County of El Dorado for implementation of the revised Project. The Project application would require the following discretionary approvals and actions, including:

- Planned Development Plan Amendment for a proposed convenience store, carwash, and fueling island, which will replace the commercial building at the northwestern portion of the property.
- Conditional Use Permit for a proposed carwash associated with a convenience store and fueling station.)

In addition, the Project would require the following permits:

- El Dorado Department of Transportation: grading and encroachment permits

- County of El Dorado Environmental Health Division: yearly permit for food service
- El Dorado Air Quality Management District-Fugitive Dust Plan
- County of El Dorado Hazardous Materials/Solid Waste Division: trash and recycling dumpsters during construction and for long-term operation of project
- County of El Dorado Planning and Building Services: building permits, business license
- El Dorado County Resource Conservation District: grading permit review
- Diamond Springs-El Dorado Fire Protection District: building permit review
- El Dorado Irrigation District: water and sewer installation review
- El Dorado County Environmental Management Department: approval of underground storage tanks

2.5.1 Responsible and Trustee Agencies

Several other agencies in addition to the County of El Dorado will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This SEIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of the revised Project implementation. These agencies may include but are not limited to the following:

- U.S. Army Corps of Engineers: Section 404 Permit, Nationwide 39 Permit
- California Department of Fish and Game: 1602 Permit
- Central Valley Regional Water Quality Control Board: Section 401 Permit
- Central Valley Regional Water Quality Control Board: Storm Water Pollution Prevention Plan
- El Dorado County Air Quality Management District: gasoline dispensing facility certification

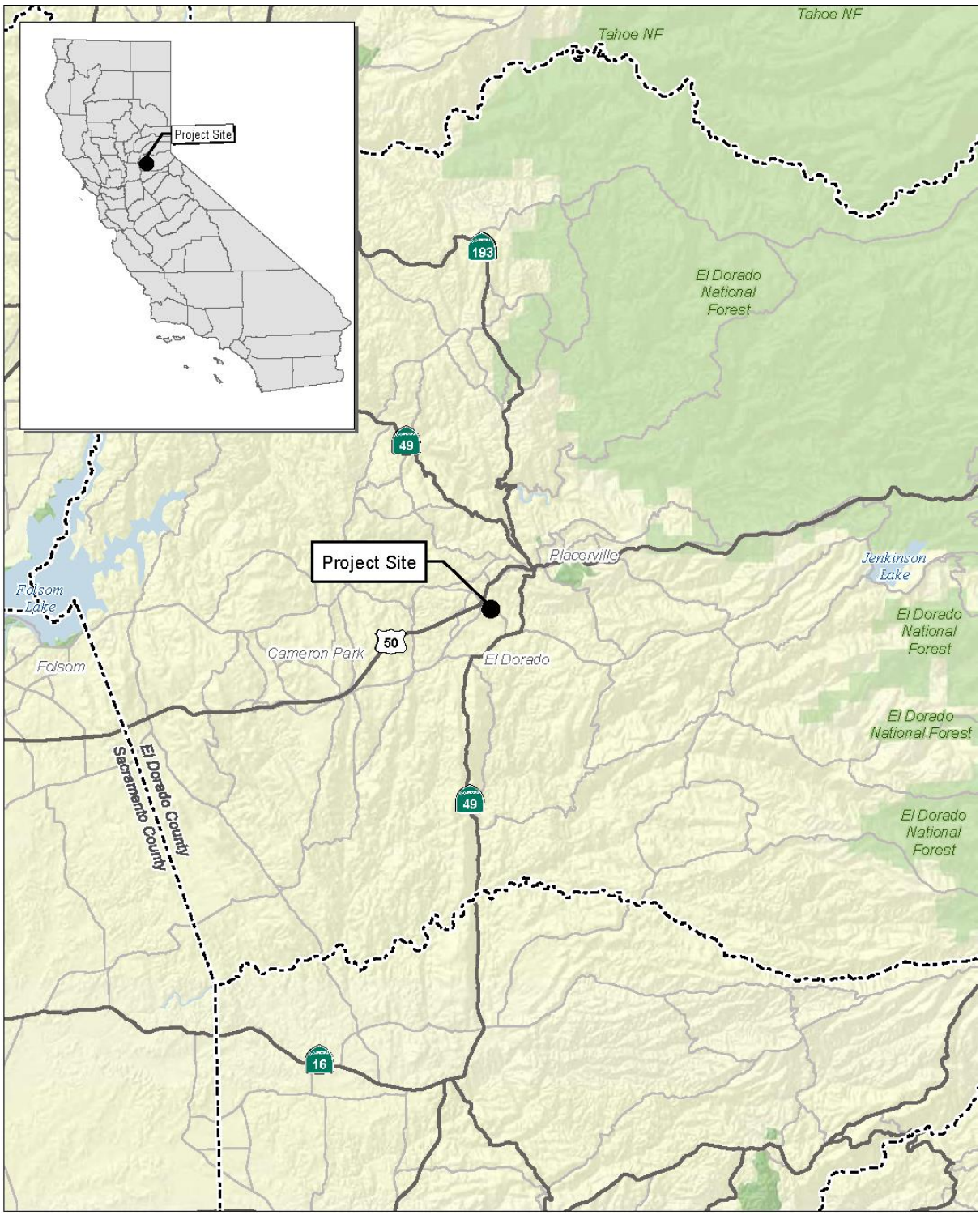


Exhibit 2-1 – Project Region

Exhibit 2-2 – Project Location

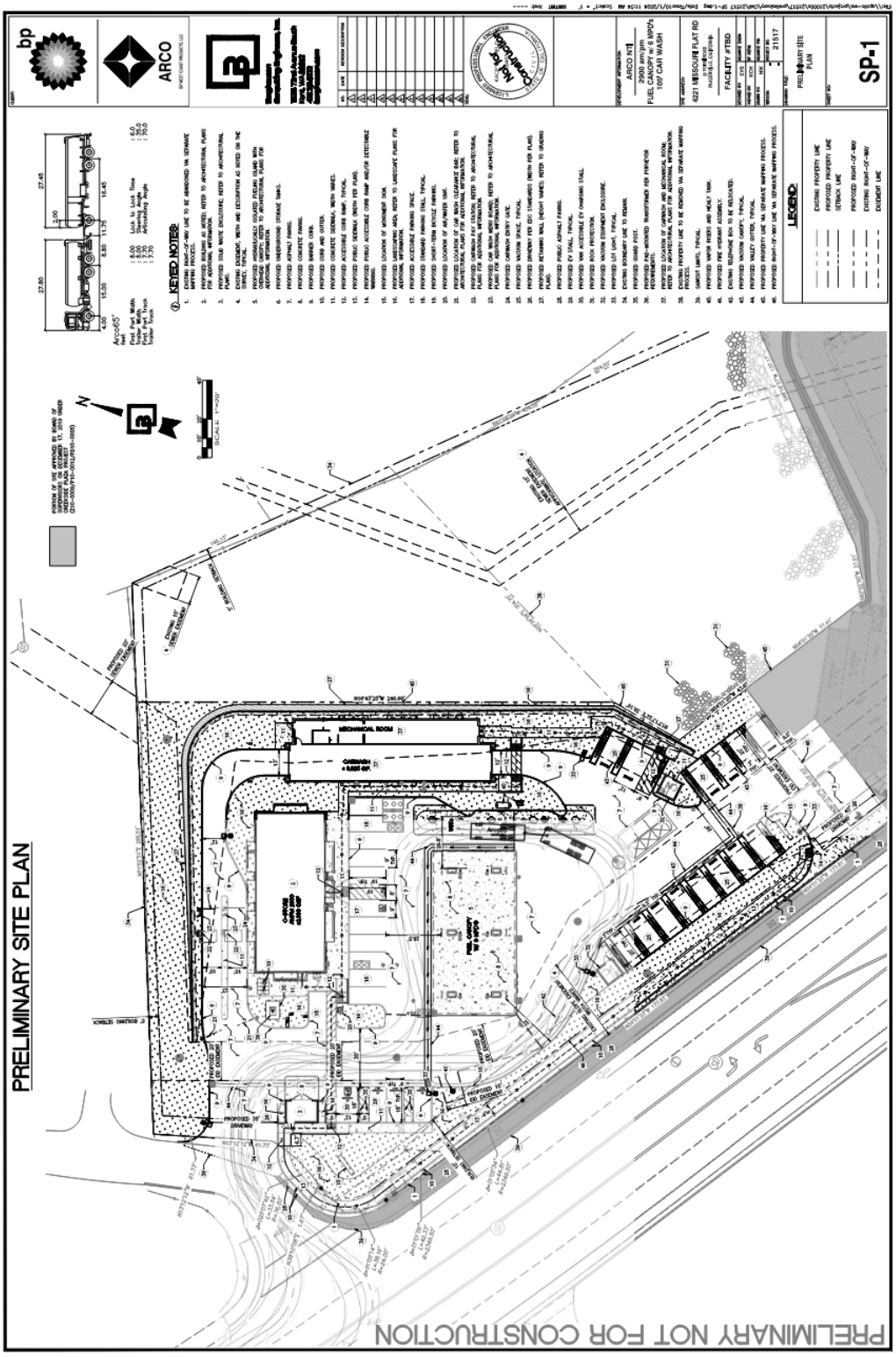


Exhibit 2-3 – Project Site Plan

3.0 Effects Requiring Additional Analysis

Pursuant to Sections 15162 and 15163 of the CEQA Guidelines, a lead agency should limit an SEIR's discussion of environmental effects to specific issues where significant effects on the environment may deviate from those discussed in the previously certified EIR. An SEIR need only contain the information necessary to analyze the Project modifications, changed circumstances, or new information that triggered the need for additional environmental review. Therefore, this chapter evaluates environmental resource areas for which the revised Project was determined to have the potential for new or substantially more severe significant direct, indirect, and/or cumulative environmental effects compared with the approved Project analyzed in the Creekside Plaza FEIR.

Environmental analyses presented in the Creekside Plaza FEIR addressed ground disturbing activities during grading and base site preparation of approximately 3.18 acres (1.56 acres for ARCO convenience store and car wash, plus 1.62 acres for previously approved retail and quick serve restaurant development), as well as environmental effects associated with construction and operation. Environmental topics for which no impacts or less-than-significant impacts were identified included Aesthetics, Agricultural and Forestry Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, and Utilities and Service Systems (refer to Section 4, Effects Found Not to Be Significant). Significant impacts, which were mitigated to less-than-significant levels, were identified for the following environmental issues:

- **Air Quality:** potential for construction and earthmoving activities to generate emissions of fugitive dust;
- **Biological Resources:** potential for vegetation removal conducted within the nesting period for migratory bird species and nesting raptor species; potential alteration to a streambed; potential fill of jurisdictional wetland; potential discharges to stream; and potential impacts to on-site oak woodlands; and
- **Transportation/Traffic:** approved project would generate new trips that would contribute to unacceptable traffic operations under Existing Plus Project conditions, and approved project may substantially increase hazards at the Forni Road/Golden Center Drive/Project intersection.

Mitigation measures and/or measures incorporated into the approved Project design through conditions of approval were identified to reduce each of these potential impacts to less-than-significant levels.

No topical areas were identified as having significant and unavoidable impacts under CEQA for the approved Project.

The environmental resources that are specifically analyzed in this chapter of the SEIR relative to the potential for the revised Project to result in new or substantially more severe significant impacts than those assessed in the Creekside Plaza FEIR are Noise and Transportation/Traffic. The topics of Aesthetics, Agriculture and Forestry Resources; Biological Resources; Cultural (and Tribal Cultural) Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality, Land Use and Planning, Mineral Resources; Paleontological Resources; Population and Housing; Public Services,

Recreation; Utilities and Service Systems, and Wildfire are addressed in Chapter 5.0, Effects Found Not to be Significant, of this SEIR.

Each subchapter includes a discussion of the environmental setting, applicable regulations pertaining to the resource area, impact assessment, and mitigation measures, where applicable. Where appropriate, this SEIR refers to existing information contained in the Creekside Plaza FEIR concerning the environmental setting and applicable regulatory environment where those discussion items remain unchanged from the prior analysis.

3.1 Noise

A projects-specific noise assessment was not conducted for the approved project. For the revised project, an Environmental Noise and Vibration Assessment was prepared by Bollard Acoustical Consultants and is included as Appendix B to this SEIR (Bollard 2023).

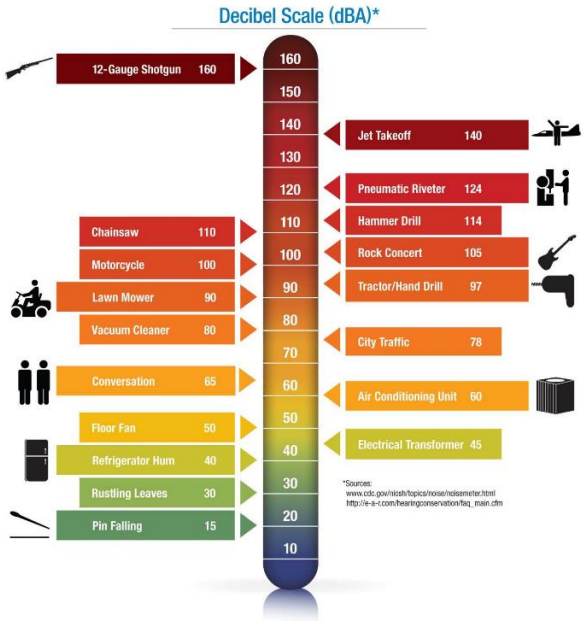
3.1.1 Existing Conditions

3.1.1.1 Environmental Setting

Noise Fundamentals

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz).

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in the figure to the right.



The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the day-night average noise descriptor (DNL or L_{dn}) and shows strong correlation with community

response to noise. DNL is based on the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). The nighttime penalty assumes people react to nighttime noise exposures as though they were twice as loud as daytime exposures. However, DNL tends to disguise short-term variations in the noise environment because it represents a 24-hour average. CNEL is a noise metric based on the 24-hour average noise level with noise occurring during evening hours (7:00 p.m. to 10:00 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging. Single event level (SEL) is a noise metric used to measure the total sound energy of a single noise event over a specific period of time.

Vibration Fundamentals

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. Common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (V_{dB}, RMS). Standards pertaining to perception, as well as damage to structures, have been developed for vibration in terms of peak particle velocity and RMS velocities.

As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration result in different vibration levels characterized by different frequencies and intensities. Vibration amplitudes always decrease with increasing distance.

Human response to vibration is difficult to quantify. Vibration can be felt or heard far below levels that produce damage to structures. The duration of the event effects human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases.

According to the *Transportation and Construction-Induced Vibration Guidance Manual* (Caltrans 2004), operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also generate such vibrations. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also annoy individuals who live or work close to vibration-generating activities. It should be noted that traffic rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.

3.1.1.2 Conditions Evaluated in Creekside Plaza FEIR

As part of the previous Creekside Plaza DEIR, a noise and vibration assessment was not prepared and the certified FEIR made the following conclusions regarding noise conditions at the site:

- The approved Project would not expose persons to noise levels exceeding the performance standards contained in Table 130.37.060.2 of the El Dorado County Zoning Ordinance due to the

type and location of the approved Project, as well as adherence to current Building Code construction standards;

- Adherence to the time limitations of construction activities to 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on weekends and federally recognized holidays would help minimize construction-related vibration impacts in the Project area;
- Adherence to the limitations of construction would reduce potentially significant impacts from ambient, temporary, or periodic noise to a less-than-significant level, and the proposed office/retail/restaurant-related uses would not be anticipated to exceed the established General Plan noise thresholds;
- The Project site is not located within an airport land use plan or within 2 miles of a public airport or private landing strip.

3.1.1.3 Current Conditions

Existing Ambient Noise Environment in the Project Vicinity

The Project site is currently vacant and site conditions have not changed from those described in the certified FEIR. The revised Project would develop the northern portion of the Project site with a convenience store, carwash, and fueling island in place of the previously approved office and retail building (Building A). The approved retail building (Building C) and Quick Serve restaurant/retail building with a drive-thru (Building B) would remain the same. In addition, no changes are proposed to the parcel intended for a conservation easement.

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities. The noise-sensitive land uses, which would potentially be affected by the revised Project, consist of residential uses to the north and west of the Project site. It is acknowledged that the Herbert C. Green Middle School is located approximately 700 feet to the west of the revised Project site. Commercial uses are also located within the Project vicinity; however, these uses are typically not considered to be noise-sensitive because they are often noise-generating.

Traffic along Missouri Flat Road and Forni Road primarily define the existing ambient noise environment within the immediate Project vicinity along with operations at nearby commercial uses. To quantify existing ambient noise environment within the immediate Project vicinity, the Noise Assessment conducted a long-term (48-hour) ambient noise measurement on March 24 and 25, 2021, at two sites. These two sites were selected to be representative of the ambient noise level environment at the nearest existing residential uses to the west and north of the Project, respectively. The results of the long-term ambient noise measurement are summarized in Table 3.1-1 below.

Table 3.1-1
Long-Term Ambient Noise Level Measurement Results

Measurement Site	Date	CNEL (db)	Average Measured Hourly Noise Levels (dB)[1]					
			Daytime		Evening		Nighttime	
			Leq	Lmax	Leq	Lmax	Leq	Lmax
LT-1: Near western boundary of	3/24/21	67	63	78	59	76	59	73

development adjacent to residential use	3/25/21	67	63	77	60	79	60	75
LT-2: Near northern boundary of development adjacent to residential use	3/24/21	63	60	78	58	82	55	70
	3/25/21	63	60	77	60	81	54	68
[1] Daytime hours: 7:00 a.m. to 7:00 p.m., Evening hours: 7:00 p.m. to 10:00 p.m., Nighttime hours: 10:00 p.m. to 7:00 a.m.								

Existing Ambient Vibration Environment

During a site visit on March 23, 2021, measured vibration levels were determined to be below the threshold of perception at the Project site. Nonetheless, to quantify existing vibration levels within the Project vicinity, the Vibration Assessment conducted a short-term (15-minute) vibration measurement at two locations determined to be representative of the ambient vibration level environment at the nearest existing residential uses to the west and north of the Project site. The results of the ambient vibration monitoring measurement are summarized in Table 3.1-2 below.

Table 3.1-2
Ambient Vibration Monitoring Results

Measurement Site	Time	Average Measured Vibration Level (Vdb)[1]
V-1: Near northwest boundary of development	1:18 p.m.	33
V-2: Near northern boundary of development	1:47 p.m.	34
[1] RMS velocity in decibels (Vdb) are 1 micro-inch per second.		

3.1.2 Regulatory Framework

3.1.2.1 Federal

There are no federal noise or vibration criteria which would be directly applicable to the revised Project.

3.1.2.2 State of California

California Noise Control Act

The California Noise Control Act is a section within the California Health and Safety Code that describes excessive noise as a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Noise Control Guidelines

The California Department of Health Services (DHS), Office of Noise Control, has published recommended guidelines for noise and land use compatibility. DHS does not mandate application of the compatibility guidelines to development projects; however, jurisdictions are required to consider the guidelines when

developing their general plan noise elements and when determining acceptable noise levels within their communities. For single-family residential land uses and multi-family residential land uses, noise levels up to 60 CNEL and 65 CNEL, respectively, are considered "normally acceptable."

3.1.2.3 Local

El Dorado County Municipal Code

Chapter 130.37 (Noise Standards) of the County's Municipal Code establishes standards concerning acceptable noise levels for both noise-sensitive land uses and for noise-generating land uses. Section The municipal code also identifies noise sources considered exempt from the noise standards; these noise sources include construction during daylight hours (Section 130.37.020).

El Dorado County General Plan

The Public Health, Safety, and Noise Element of the El Dorado County General Plan contains the County's noise-related policies. Specific policies generally applicable to the revised Project include the following:

Policy 6.5.1.1 Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in General Plan Table 6-1 or the performance standards of General Plan Table 6-2, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

General Plan Table 6-1
Maximum Allowable Noise Exposure for Transportation Noise Sources

Land Use	Outdoor Activity Areas[1] L_{dn}/CNEL, dB	Interior Spaces	
		L_{dn}/CNEL, dB	L_{eq}, dB[2]
Residential	60[3]	45	--
Transient Lodging	60[3]	45	--
Hospitals, Nursing Homes	60[3]	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60[3]	--	40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

[1] In Community Regions and Rural Centers, where the location of outdoor activity areas is not clearly defined, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB L_{dn} shall be applied at the building facade, in addition to a 60 dB L_{dn} criterion at the outdoor activity area. In Rural Regions, an exterior noise level criterion of 60 dB L_{dn} shall be applied at a 100 foot radius from the residence unless it is within Platted Lands where the underlying land use designation is consistent with Community Region densities in which case the 65 dB L_{dn} may apply. The 100-foot radius applies to properties which are five acres and larger; the balance will fall under the property line requirement.
[2] As determined for a typical worst-case hour during periods of use.

[3] Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
Source: El Dorado County General Plan, Public Health & Safety Element, Table 6-1

General Plan Table 6-2
Noise Level Performance Protection Standards for Noise-Sensitive Land Uses Affected by Non-Transportation Sources

Noise Level Descriptor	Daytime 7 am – 7 pm		Evening 7 pm – 10 pm		Nighttime 10 pm – 7 am	
	Community	Rural	Community	Rural	Community	Rural
Hourly, L_{eq}	55	50	50	45	45	40
Maximum, L_{max}	70	60	60	55	55	50

-Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).
-The County can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.
-In Community Regions the exterior noise level standard shall be applied to the property line of the receiving property. In Rural Areas the exterior noise level standard shall be applied at a point 100' away from the residence.
The above standards shall be measured only on property containing a noise-sensitive land use as defined in Objective 6.5.1.
Source: El Dorado County General Plan, Public Health & Safety Element, Table 6-2

Policy 6.5.1.2 Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 7 at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy 6.5.1.3 Where noise mitigation measures are required to achieve the standards of Tables 6 and Table 7, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project and the noise barriers are not incompatible with the surroundings.

Policy 6.5.1.7 Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 7 for noise-sensitive uses.

Policy 6.5.1.8 New development of noise sensitive land uses will not be permitted in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in Table 6 unless the project design includes effective mitigation measures

to reduce exterior noise and noise levels in interior spaces to the levels specified in Table 6.

Policy 6.5.1.9 Noise created by new transportation noise sources, excluding airport expansion but including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 6 at existing noise-sensitive land uses.

Policy 6.5.1.11 The standards outlined in General Plan Tables 6-3, 6-4, and 6-5, respectively, shall not apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m. on weekends, and on federally-recognized holidays. Further, the standards outlined in Tables 8 through 10 shall not apply to public projects to alleviate traffic congestion and safety hazards.

General Plan Table 6-3
Maximum Allowable Noise Exposure for Non-Transportation Noise Sources in Community Regions and Adopted Plan Areas – Construction Noise

Land Use Designation[1]	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
Higher-Density Residential (MFR, HDR, MDR)	7:00 a.m. – 7:00 p.m.	55	75
	7:00 p.m. – 10:00 p.m.	50	65
	10:00 p.m. – 7:00 a.m.	45	60
Commercial and Public Facilities (C, R&D, PF)	7:00 a.m. – 7:00 p.m.	70	90
	10:00 p.m. – 7:00 a.m.	65	75
Industrial (I)	Any Time	80	90

[1] Adopted Plan areas should refer to those land use designations that most closely correspond to the similar General Plan land use designations for similar development.
Source: El Dorado County General Plan, Public Health & Safety Element, Table 6-3

General Plan Table 6-4
Maximum Allowable Noise Exposure for Non-Transportation Noise Sources in Rural Centers – Construction Noise

Land Use Designation	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
All Residential (MFR, HDR, MDR)	7:00 a.m. – 7:00 p.m.	55	75
	7:00 p.m. – 10:00 p.m.	50	65
	10:00 p.m. – 7:00 a.m.	40	55
Commercial and Public Facilities (C, TR, PF)	7:00 a.m. – 7:00 p.m.	65	75
	10:00 p.m. – 7:00 a.m.	60	70
Industrial (I)	Any Time	70	80
Open Space (O)	7:00 a.m. – 7:00 p.m.	55	75
	7:00 p.m. – 10:00 p.m.	50	65
Source: El Dorado County General Plan, Public Health & Safety Element, Table 6-4			

General Plan Table 6-5
Maximum Allowable Noise Exposure for Non-Transportation Noise Sources in Rural Regions and Adopted Plan Areas – Construction Noise

Land Use Designation	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
All Residential (LDR)	7:00 a.m. – 7:00 p.m.	50	60
	7:00 p.m. – 10:00 p.m.	45	55
	10:00 p.m. – 7:00 a.m.	40	50
Commercial and Public Facilities (C, TR, PF)	7:00 a.m. – 7:00 p.m.	65	75
	10:00 p.m. – 7:00 a.m.	60	70
Industrial (I)	Any Time	70	80
Rural Land, Natural Resources, Open Space, Agricultural Lands (RR, NR, OS, AL)	7:00 a.m. – 7:00 p.m.	65	75
	7:00 p.m. – 10:00 p.m.	60	70
Source: El Dorado County General Plan, Public Health & Safety Element, Table 6-5			

Policy 6.5.1.12 When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration:

a) Where existing or projected future traffic noise levels are less than 60 dB L_{dn} at the outdoor activity areas of residential uses, an increase of more than 5 dBA L_{dn} caused by a new transportation noise source will be considered significant.

b) Where existing or projected future traffic noise levels range between 60 and 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 3 dBA L_{dn} caused by a new transportation noise source will be considered significant; and

c) Where existing or projected future traffic noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA L_{dn} caused by a new transportation noise source will considered significant.

Policy 6.5.1.13 When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration:

a) In areas in which ambient noise levels are in accordance with the standards in Table 7, increases in ambient noise levels caused by new non-transportation noise sources that exceed 5 dBA shall be considered significant; and

b) In areas in which ambient noise levels are not in accordance with the standards in Table 6, increases in ambient noise levels caused by new non-transportation noise sources that exceed 3 dBA shall be considered significant.

3.1.3 Thresholds of Significance

California Environmental Quality Act

For the purposes of this assessment, a noise and vibration impact is considered significant if a project would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies; or
- Generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or 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 levels.

The Project site is not within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport. Therefore, the last threshold listed above is not discussed further.

It should be noted that audibility alone is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered significant according to CEQA. Because every physical process creates noise, the use of audibility alone as a significance criterion would be unworkable. Therefore, CEQA requires a substantial increase in noise levels before noise impacts are identified and not simply an audible change.

California Department of Transportation

El Dorado County does not currently have adopted standards for groundborne vibration. As a result, the vibration impact criteria developed by the California Department of Transportation (Caltrans) were applied to the revised Project. The Caltrans criteria relate to damage and annoyance from transient and continuous vibration typically associated with construction activities. Equipment or activities typical of continuous vibration include excavation equipment, static compaction equipment, tracked vehicles, traffic on a highway, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment. Equipment or activities typical of single-impact (transient) or low-rate repeated impact vibration include impact pile drivers, blasting, drop balls, "pogo stick" compactors, and crack-and-seat equipment.

The following criteria based on standards established by Caltrans and El Dorado County General Plan were used to evaluate the significance of environmental noise and vibration resulting from the Project:

- A significant noise impact would be identified if the Project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the El Dorado County General Plan.
- A significant impact would be identified if off-site traffic noise exposure or on-site activities generated by the Project would substantially increase noise levels at existing sensitive receptors in the vicinity. A substantial increase would be identified relative to the noise level increase significance criteria established in Policies 6.5.1.12 (transportation noise sources) and 6.2.1.13 (non-transportation noise sources) of the El Dorado County General Plan.
- A significant impact would be identified if Project construction activities or proposed onsite operations would expose sensitive receptors to excessive groundborne vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to these sources would exceed the Caltrans vibration impact criteria.

3.1.4 Methodology

The Environmental Noise and Vibration Assessment modeled existing noise contours for major roadways within the Project area using the Federal Highway Administration (FHWA) Traffic Noise Model (FHWA-RD-77-108). The FHWA model predicts hourly L_{eq} values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from L_{eq} values.

The Noise Assessment obtained traffic data, in the form of a.m. and p.m. peak hour movements, for existing conditions from the Project traffic impact study prepared by Flecker Associates. The Noise Assessment conservatively estimated the average daily traffic (ADT) volumes by applying a factor of 5 to the sum of a.m. and p.m. peak hour conditions. Using these data and the FHWA Model, traffic noise levels were calculated.

Car Wash Drying Assembly

Noise generated by the car wash tunnel and vehicle vacuum facilities were quantified through a combination of reference noise level data and application of accepted noise modeling techniques.

Based on the experience of Bollard Acoustical Consultants (BAC), noise levels generated by car washes primarily result from the drying portion of the operation.

It is the experience of BAC in similarly configured car wash projects that the average car wash cycle lasts for approximately 5 minutes. The dryers would operate during the last 1 minute of the cycle. Therefore, during a worst-case busy hour, the car wash would go through 12 full cycles and the dryers would operate for approximately 12 minutes during that hour.

The noise level generation of car wash drying assemblies vary depending on the orientation of the measurement position relative to the tunnel opening. Worst-case drying assembly noise levels occur at a position directly facing the car wash exit, considered to be 0 degrees off-axis. For car wash tunnels exceeding 100 feet in length, drying assembly noise levels at the car wash entrance are approximately 10 dB lower than those at the exit. At off-axis positions, the building facade provides varying degrees of noise level reduction. At positions 45 degrees off-axis relative to the façade of the car wash exit and entrance, drying assembly noise levels are approximately 5 dB lower. At 90 degrees off-axis, drying assembly noise levels are approximately 10 dB lower.

Car wash drying assembly noise level exposure was calculated based on the orientation to tunnel entrance/exit. Noise attenuation due to distance was calculated based on standard spherical spreading loss from a point source (-6 dB per doubling of distance). Car wash drying assembly noise exposure was calculated at the property lines of the nearest existing noise-sensitive uses (residential) to the north and west of the project.

Vacuum System

Noise generated by operation of a vacuum system were quantified through noise level measurements conducted by BAC staff at recently completed car wash projects, the primary noise-generating aspects of central vacuum piping systems involve use of the suction nozzles located at each of the stalls. Specifically, noise associated with active suction nozzles hanging off nozzle hangers was identified as the primary noise-generating source. BAC also utilized reference sound level data obtained from the proposed vacuum system manufacturer (Vacutech).

Air/Water Unit

Noise generated by operation of an air/water unit were quantified through conducting noise level measurements conducted by BAC staff at an existing unit at an ARCO AM/PM station located at 2998 Foothills Boulevard in Auburn, California on March 18, 2023. The results of the BAC effort indicate that the air/water unit noise was measured to have a maximum noise level of approximately 65 dB L_{max} at a distance of 10 feet from the equipment. For the purposes of this analysis, it was reasonably assumed that the Project air/water unit could be in operation for 30 minutes during a given worst-case busy hour of operations. The resulting L_{eq} would be approximately 3 dB less than the measured L_{max} noise level. A standard spherical spreading loss (-6 dB per doubling of distance) was applied to calculate air/water unit noise exposure at the nearest residential property lines.

Quick Serve Restaurant Drive-Through Operations

The specific make/model of amplified menu speaker board associated with the quick serve restaurant (QSR) is not yet known. To quantify the noise emissions of the proposed drive-through speaker usage, BAC utilized noise measurement data for a commonly installed menu speaker post model. Specifically, BAC utilized sound level data from a HME SP10 speaker post. According to the manufacturers noise level data sheet, the HME SP10 speaker post can incorporate automatic volume control (AVC), which adjusts outbound volume based on the ambient noise level environment. In addition, BAC utilized noise measurement data collected for similar drive-through operations in the Sacramento area in recent years to quantify the noise emissions of the proposed drive-through vehicle passages. BAC data indicates that drive-through vehicle passbys, including vehicle idling, have average noise levels of approximately 57 dB L_{eq} at a distance of 5 feet.

On-Site Truck Circulation

Based on similar convenience store operations, BAC assumed that deliveries of products to the convenience store and retail/QSR buildings as part of the revised Project would occur at the front of the store with medium-duty vendor trucks/vans. It is also assumed that the gas station component would also receive deliveries from heavy fueling trucks for the purpose of refilling the underground storage tanks.

On-site truck passbys are expected to be relatively brief and will occur at low speeds. To predict noise levels generated by on-site truck circulation, BAC utilized file data obtained from measurements conducted by BAC of heavy and medium duty truck passbys. According to BAC file data, single-event heavy truck passby noise levels are approximately 74 dB L_{max} and 83 dB SEL at a reference distance of 50 feet. BAC file data also indicate that single-event medium truck passby noise levels are approximately 66 dB L_{max} and 76 SEL at a reference distance of 50 feet.

On-Site Truck Delivery Activities

Based on similar convenience store operations, BAC assumed that deliveries of products to the convenience store and retail/QSR buildings as part of the revised Project would occur at the front of the store with medium-duty vendor trucks/vans.

To predict noise levels generated by medium-duty truck deliveries (including side-step vans), BAC utilized file data obtained from measurements conducted by BAC of medium duty truck operations. According to BAC file data, single-event medium truck operational noise levels are approximately 66 dB L_{max} and 76 SEL at a reference distance of 100 feet. BAC file data also indicate that the hourly average noise level is 43 dB L_{eq} at a reference distance of 100 feet for two medium duty truck deliveries during any given hour.

Convenience Store/Retail QSR Building HVAC

The revised Project would require operation of heating, ventilating, and air conditioning (HVAC) for the proposed convenience store and QSR buildings which would most likely be met using packaged roof-mounted systems. To generally quantify Project HVAC equipment noise exposure, BAC utilized reference file data collected for previous noise studies. BAC reference file data for HVAC systems identify a 12.5-ton packaged unit would be expected to generate sound power level of 85 dBA.

3.1.5 Impact Analysis

Impact 1: Increases in Traffic Noise Levels Due to the Revised Project

Traffic volumes would increase on the local roadway network with implementation of the revised Project. These increases in daily traffic volumes would result in a corresponding increase in traffic noise levels at existing uses located along those roadways.

It should be noted that the FHWA Model predictions are based on inputs that include weekday peak hour traffic volumes, day/night and truck type percentages (e.g., medium and heavy trucks), vehicle speed, and distance from roadway centerlines. The FHWA Model does not account for non-traffic ambient noise sources, such as nearby wildlife (e.g., birds chipping) or other anthropogenic noise sources within an area (e.g., distant traffic from other roadways, recreational activities, commercial or industrial operations).

The revised Project's contribution to traffic noise level increases (up to +1.4 dB L_{dn}) would not exceed El Dorado County General Plan cumulative noise increase significance criteria (i.e., 5, 3, and 1.5 dBA L_{dn} where existing and projected future traffic noise levels are less than 60 dB L_{dn}, between 60 and 65 dBA L_{dn}, and more than 65 dBA L_{dn}, respectively) along any roadway segments evaluated in the existing conditions analysis (BAC 2023, Table 11). Similarly, the revised Project's contribution to traffic noise level increases (up to +0.9 dB L_{dn}) would not exceed El Dorado County General Plan cumulative noise increase significance criteria along any roadway segments evaluated in the future conditions analysis (BAC 2023, Table 12). Therefore, Project-related increases in traffic noise levels would not substantially exceed measured ambient noise conditions in the Project area.

Based on the analysis presented above, including consideration of existing ambient noise conditions in the Project area, off-site traffic noise impacts related to increases in traffic resulting from the implementing the revised Project would be **less than significant**.

Impact 2: Increases in Offsite Noise Levels Due to the Revised Project

The revised Project would construct and operate a new convenience store, car wash tunnel, and vehicle vacuum facilities. Therefore, the following analyses focus on car wash drying assembly, vacuum equipment, air/water unit, on-site vehicle circulation, HVAC equipment, and on-site truck deliveries noise levels at the nearest identified existing noise-sensitive uses (residential to the north and west of the Project site).

Construction Activity Noise Levels

During Project construction, grading excavation, paving, and building construction would use heavy equipment, which would increase ambient noise levels when in operation. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the Project work area would also vary depending upon the proximity of equipment activities to that point. The property line of the nearest residential use is located approximately 25 feet away from where construction activities would occur within the Project area.

Based on noise levels for the equipment anticipated for the revised Project, Project construction equipment would generate noise levels ranging from 79 to 91 dB at the nearest residential property line

located at a distance of 25 feet. Therefore, operation of Project construction equipment could result in substantial short-term increases over ambient maximum noise levels at the nearest existing sensitive uses. Further, those noise levels would exceed the El Dorado County General Plan noise level limits applicable to construction noise in community areas.

However, as noted in the Regulatory Setting section, Policy 6.5.1.11 of the El Dorado County General Plan exempts noise sources associated with construction activities if they occur between 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m. on weekends, and on federally recognized holidays. Provided construction activities associated with the revised Project occur during these hours and days, they would be exempt, and this impact would be considered less than significant.

In terms of determining the temporary noise increase due to Project-related construction activities, an impact would occur if construction activity would noticeably increase ambient noise levels above background levels. The threshold of perception of the human ear is approximately 3 to 5 dB (a 5 dB change is considered to be clearly noticeable). For this analysis, a noticeable increase in ambient noise levels is assumed to occur where noise levels increase by 5 dB or more over existing ambient noise levels.

Table 3.1-1 shows the results from the BAC long-term ambient noise measurements at sites LT-1 and LT-2, which are believed to be representative of the existing ambient noise environment at the closest noise-sensitive uses (residential to northwest and north of the Project site). Using the highest measured hourly daytime maximum noise levels at those sites during the hours in which construction noise is exempted by General Plan Policy 6.5.1.11, and the highest predicted construction equipment maximum noise levels, ambient plus Project construction equipment noise level increases were calculated at the property lines of the closest residential uses. The results of those calculations indicate that the temporary increases in ambient maximum noise levels from Project construction activities would range from 4.3 to 4.4 dB L_{max} at the property lines of the closest residential uses. The calculated range of ambient daytime maximum noise level increases would not exceed the applied increase significance criterion of 5 dB.

Based on the analysis provided above, Project construction activities would not result in generation of a substantial temporary or permanent increase in ambient noise levels at the closest existing noise-sensitive uses to the Project site. Nonetheless, it is recognized that construction noise could be an annoyance at nearby existing noise-sensitive uses. As a result, noise impacts associated with construction activities are considered **potentially significant**.

Mitigation Measures

To reduce noise levels from the construction activities at nearby existing noise-sensitive uses to the north and west, implementation of the following noise mitigation measure is recommended:

Mitigation Measure NOISE-1

The following measures shall be incorporated into the Project construction operations:

- Noise-generating construction activities shall occur within the hours and days identified in Policy 6.5.1.11 of the El Dorado County General Plan.

- All noise-producing Project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the Project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of Project activity.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive uses.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

Implementation of recommended Mitigation Measure NOISE-1 would ensure noise generated by construction activities are substantially reduce perceived annoyance at nearby existing noise-sensitive uses to the north and west, and, as such, noise impacts associated construction activities would be reduced to a **less-than-significant** level.

Construction Activity Vibration Levels

During construction of the revised Project, heavy equipment could periodically be used and could generate localized vibration in the immediate vicinity of those activities. The nearest existing sensitive structure (i.e., residence) is located approximately 125 feet from where heavy equipment activities would occur on the Project site.

Vibration levels generated from on-site construction activities at the nearest existing sensitive structure would not exceed the Federal Transit Administration (FTA) thresholds for damage to engineered structures (any human-made structure designed by structural engineers such as houses) of 98 VdB. In addition, the predicted vibration levels would not exceed the thresholds for vibration annoyance/human response as defined by FTA of 72 VdB applicable to residential buildings. Therefore, on-site construction within the Project area is not expected to result in excessive groundborne vibration levels at nearby existing sensitive uses. Therefore, potential impacts associated with vibration levels caused by construction activities would be **less than significant**.

On-Site Vehicle Circulation

The revised Project would provide passenger vehicle access points to the Project site from Missouri Flat Road and Forni Road.

Using trip generation data contained in the Project transportation impact study prepared by Flecker Associates, the convenience store/fueling station and car wash component of the revised Project is estimated to generate a total of 1,933 daily vehicle passby trips, with 120 a.m. peak hour vehicle trips and 134 p.m. peak hour vehicle trips. Assuming on-site passenger vehicle speeds of less than 20 miles per hour

(mph), and assuming that 50 percent of worst-case estimated peak hour vehicle trips could occur at a project area access point nearest to a residential use during any given hour within a 24-hour period, on-site passenger vehicle circulation noise exposure at nearby existing residential uses was calculated.

Noise levels generated by on-site vehicle circulation would not exceed the applicable El Dorado County General Plan daytime, evening, and nighttime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the property lines of the nearest residential uses (refer to Tables 3.1-3 and 3.1-4 below).

Table 3.1-3
Average On-Site Vehicle Circulation Noise at Nearest Existing Residential Uses (Hourly L_{eq})

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]	County Community Noise Standards (dB L_{eq})		
		Daytime	Evening	Nighttime
Residential - Northwest	41	55	50	45
Residential - North	38			
[1] Predicted L_{eq} noise level projected from nearest on-site circulation route to residential property line.				

Table 3.1-4
Maximum On-Site Vehicle Circulation Noise at Nearest Existing Residential Uses (Hourly L_{max})

Noise Sensitive Use	Predicted Noise Level (dB L_{max})[1,2]	County Community Noise Standards (dB L_{max})		
		Daytime	Evening	Nighttime
Residential - Northwest	41	70	60	55
Residential - North	38			
[1] Predicted L_{max} noise level projected from nearest on-site circulation route to residential property line. [2] Predicted L_{max} noise level conservatively assumed to be 10 dB higher that predicted hourly average noise level.				

Table 3.1-1 shows the results from the BAC long-term ambient noise measurements at sites LT-1 and LT-2, which are representative of the existing ambient noise environment at the closest noise-sensitive uses (residential to northwest and north of the Project site). Using the lowest average measured hourly noise levels during the measurements, ambient plus Project on-site passenger vehicle circulation noise level increases were calculated at these closest residential uses. Project-generated increases in ambient daytime noise levels are calculated to be less than 0.1 dB L_{eq}/L_{max} (refer to Tables 3.1-1, 3.1-8, and 3.1-9). In addition, Project-generated increases in ambient evening noise levels are calculated to range from less than 0.1 to 0.1 dB L_{eq}/L_{max} (refer to Tables 3.1-1, 3.1-3, and 3.1-4). Lastly, Project-generated increases in ambient nighttime noise levels are calculated to range from less than 0.1 to 0.1 dB L_{eq}/L_{max} (refer to Tables 3.1-1, 3.1-3, and 3.1-4). The calculated increases above would not exceed the General Plan Policy 6.5.1.12 increase significance criterion of 3 dB.

On-site passenger vehicle activities would not result in significant increases in ambient noise levels at nearby sensitive uses relative to the criteria contained in General Plan Policy 6.5.1.12. In addition, on-site passenger vehicle noise level exposure would not exceed the applicable El Dorado County General Plan

daytime, evening, and nighttime hourly average noise level standards at the nearest noise-sensitive uses (residential). Therefore, on-site passenger vehicle activities would result in **less-than-significant** noise impacts.

Car Wash Drying Assembly

The revised Project would install and operate 12 Tech 21 (15-horsepower) dryers manufactured by MacNeil Wash Systems. According to manufacturer's noise specification data sheet, an assembly equipped with 12 dryers generates a noise level of approximately 76 dB at 30 feet distance from the tunnel exit.

Based on the methodology used for analyzing noise generated by car washes, the resulting hourly average dryer noise level is calculated to be 69 dB L_{eq} at 30 feet. For the purposes of this analysis, it was conservatively assumed that the blowers would be in operation for a full hour during the worst-case hour, and, therefore, the maximum noise level (L_{max}) would be equivalent to the hourly L_{eq}.

Noise levels generated by the car wash drying assembly would not exceed the applicable El Dorado County General Plan daytime hourly average noise level standards (55 dB L_{eq}) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-5). However, noise levels generated by the car wash drying assembly would exceed the applicable El Dorado County General Plan Community-region evening and nighttime hourly average noise level standards (50 dB L_{eq} and 45 dB L_{eq}, respectively) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-5).

Table 3.1-5
Predicted Car Wash Drying Assembly Noise Levels at Nearest Existing Residential Uses

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]	County Community Noise Standards (dB L_{eq})		
		Daytime	Evening	Nighttime
Residential - Northwest	53	55	50	45
Residential - North	54			
[1] Predicted L_{eq} noise level projected from nearest on-site circulation route to residential property line.				

Table 3.1-1 shows the results from the BAC long-term ambient noise measurements at sites LT-1 and LT-2, which are representative of the existing ambient noise environment at the closest noise-sensitive uses (residential to northwest and north of the Project site). Project-generated increases in ambient daytime noise levels are calculated to range from 0.5 to 1.0 db L_{eq}. In addition, Project-generated increases in ambient evening noise levels are calculated to range from 1.1 to 1.4 dB L_{eq} (refer to Tables 3.1-1 and 3.1-5). Lastly, Project-generated increases in ambient nighttime noise levels are calculated to range from 1.1 to 2.9 dB L_{eq} (refer to Tables 3.1-1 and 3.1-5). The calculated increases above would not exceed the General Plan Policy 6.5.1.13 increase significance criterion of 3 dB.

Noise levels associated with the car wash could exceed the El Dorado County General Plan evening and nighttime hourly average noise level limits at the property lines of the nearest sensitive uses depending on the hours of operation. Therefore, noise impacts from operation of the car wash drying assembly would be **potentially significant**.

Mitigation Measures

To reduce noise levels from the operation of the car wash drying assembly below the applicable El Dorado County General Plan hourly average (L_{eq}) noise level criteria at the property lines of the nearest sensitive uses, implementation of the following noise mitigation measures are recommended:

Mitigation Measure NOISE-2

The construction of solid noise barriers ranging from 6 to 7 feet-in-height (relative to base elevation of car wash tunnel) shall be erected at the locations shown in Exhibits 3.1-1 and 3.1-2. The solid noise barriers shall take the form of a masonry wall, earthen berm, or combination of the two. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by El Dorado County prior to construction.

Mitigation Measure NOISE-3

All car wash tunnel operations shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.).

Implementation of recommended Mitigation Measures NOISE-2 and NOISE-3 would ensure noise generated by the car wash drying assembly would not exceed El Dorado County General Plan hourly average noise level limits at the property lines of the nearest sensitive uses, and, as such, noise impacts associated with the operation of the car wash drying assembly would be reduced to a **less-than-significant** level.

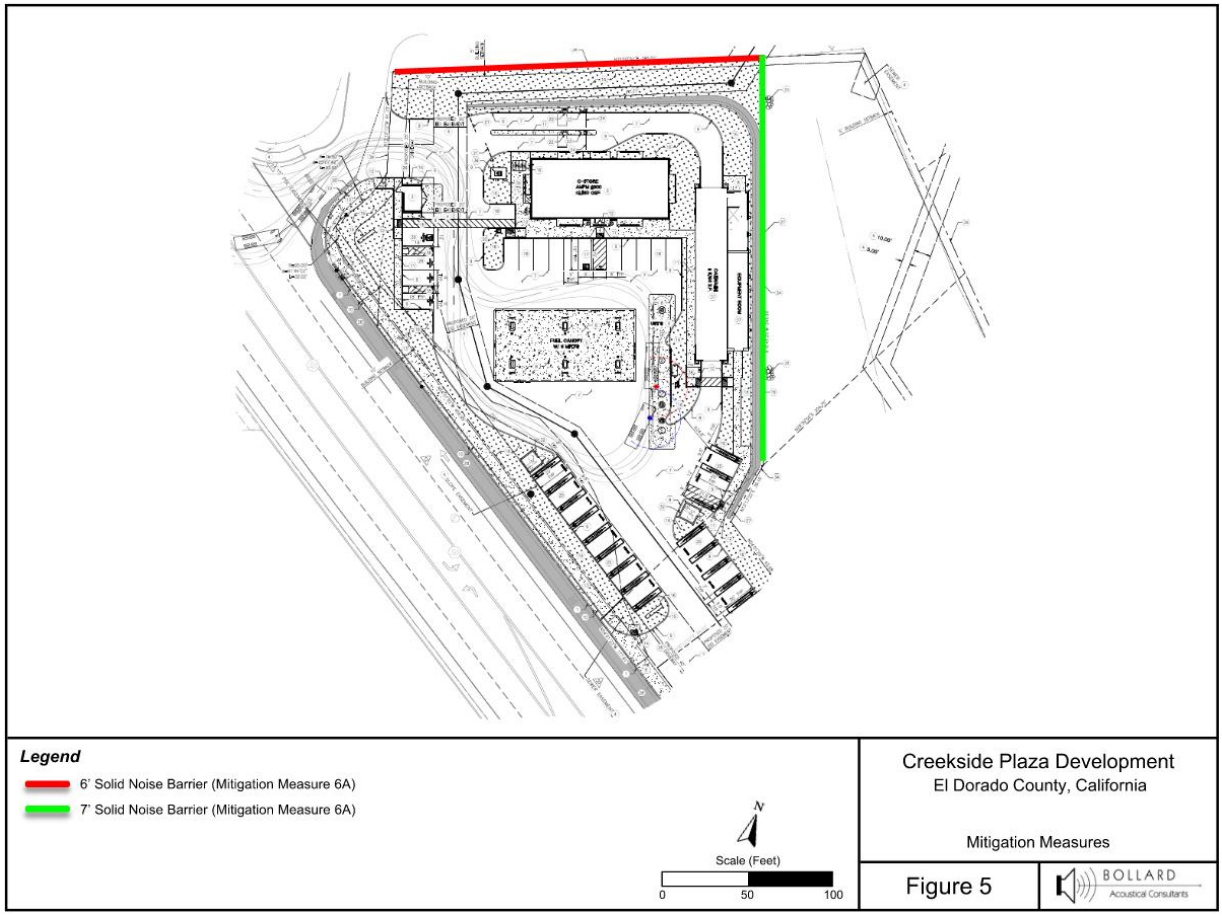


Exhibit 3.1-1 – Solid Noise Barrier Locations

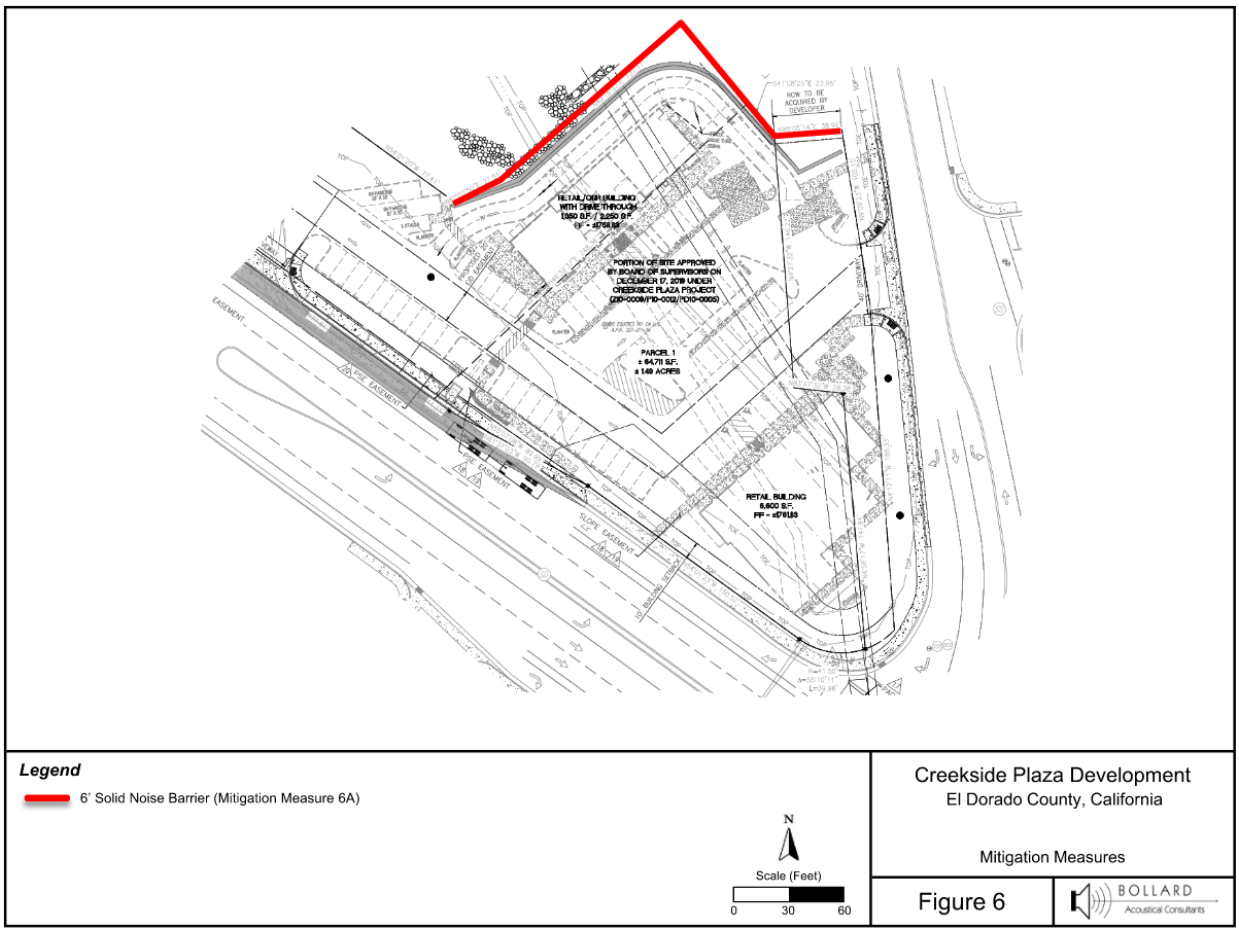


Exhibit 3.1-2 – Solid Noise Barrier Locations

Vacuum System

The revised Project would install and operate a central vacuum piping system offered by Vacutech. Based on the site plans, the Project proposes two vacuum areas: one vacuum area with 8 stalls, one vacuum area with 6 stalls.

The noise-generating vacuum turbine producers would be contained inside 6-foot-tall solid masonry enclosures. Based on BAC's experience and field observations with similarly configured car washes, noise impacts due to the operation of the vacuum turbine producer are not expected due to the screening provided by the solid masonry enclosures. As a result, potential noise impacts from operation of the vacuum turbine producers are not analyzed further.

For the purposes of this analysis, it was conservatively assumed that all proposed vacuum suction nozzles would be in concurrent operation (worst-case noise exposure). Based on the manufacturer's sound level data, operations assumptions, and assuming standard spherical spreading loss (-6 dB per doubling of distance from a stationary source), worst-case Project vacuum equipment noise exposure at the property lines of the nearest existing residential uses was calculated.

Noise levels generated by the vacuum system would not exceed the applicable El Dorado County General Plan daytime, evening, and nighttime hourly average (L_{eq}) at the property line of the nearest residential uses (refer to Table 3.1-6 below).

Table 3.1-6
Predicted Vacuum System Noise Levels at Nearest Existing Residential Uses

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]	County Community Noise Standards (dB L_{eq})		
		Daytime	Evening	Nighttime
Residential - Northwest	38	55	50	45
Residential - North	41			
[1] Predicted L_{eq} noise level projected from nearest on-site circulation route to residential property line.				

Table 3.1-1 shows the results from the BAC long-term ambient noise measurements at sites LT-1 and LT-2, which are believed to be representative of the existing ambient noise environment at the closest noise-sensitive uses (residential to northwest and north of the Project site). Project-generated increases in ambient daytime noise levels are calculated to be less than 0.1 dB L_{eq} (refer to Tables 3.1-1 and 3.1-6). In addition, Project-generated increases in ambient evening noise levels are calculated to range from less than 0.1 to 0.1 dB L_{eq} (refer to Tables 3.1-1 and 3.1-6). Lastly, Project-generated increases in ambient nighttime noise levels are calculated to range from 0.1 to 0.2 dB L_{eq} (refer to Tables 3.1-1 and 3.1-6). The calculated increases above would not exceed the General Plan Policy 6.5.1.13 increase significance criterion of 3 dB.

Vacuum system operation would not result in significant increases in ambient noise levels at nearby sensitive uses relative to the criteria contained in General Plan Policy 6.5.1.13. In addition, vacuum system operation noise level exposure would satisfy the applicable El Dorado County General Plan daytime,

evening, and nighttime hourly average noise level standards at the nearest noise-sensitive uses (residential). Therefore, vacuum system operations would result in **less-than-significant** noise impacts.

Air/Water Unit

The revised Project would install and operate an air/water unit for patron usage. Noise levels generated by the air/water unit would not exceed the applicable El Dorado County General Plan daytime, evening, and nighttime hourly average (L_{eq}) at the property line of the nearest residential uses (refer to Table 3.1-7 below).

Table 3.1-7
Predicted Air/Water Unit Noise Levels at Nearest Existing Residential Uses

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]	County Community Noise Standards (dB L_{eq})		
		Daytime	Evening	Nighttime
Residential - Northwest	41	55	50	45
Residential - North	28			
[1] Predicted L_{eq} noise level projected from nearest on-site circulation route to residential property line.				

Table 3.1-1 shows the results from the BAC long-term ambient noise measurements at sites LT-1 and LT-2, which are believed to be representative of the existing ambient noise environment at the closest noise-sensitive uses (residential to northwest and north of the Project site). Project-generated increases in ambient daytime noise levels are calculated to be less than 0.1 dB L_{eq} (refer to Tables 3.1-1 and 3.1-7). In addition, Project-generated increases in ambient evening noise levels are calculated to range from less than 0.1 to 0.1 dB L_{eq} (refer to Tables 3.1-1 and 3.1-7). Lastly, Project-generated increases in ambient nighttime noise levels are calculated to range from less than 0.1 to 0.1 dB L_{eq} (refer to Tables 3.1-1 and 3.1-7). The calculated increases above would not exceed the General Plan Policy 6.5.1.13 increase significance criterion of 3 dB.

Operation of the air/water unit would not result in significant increases in ambient noise levels at nearby sensitive uses relative to the criteria contained in General Plan Policy 6.5.1.13. In addition, air/water unit operation noise level exposure would satisfy the applicable El Dorado County General Plan daytime, evening, and nighttime hourly average noise level standards at the nearest noise-sensitive uses (residential). Therefore, air/water unit operations would result in **less-than-significant** noise impacts.

Quick Serve Restaurant Drive-Through Operations

The revised Project would construct and operate a QSR that would include drive-through services and an amplified menu speaker board. Based on the methodology used for analyzing noise generated by drive-through vehicle passbys and speaker manufacturer noise level measurements, the resulting hourly average noise level is calculated to be 57 dB L_{eq} at 5 feet.

Noise levels generated by the QSR drive-through operations would not exceed the applicable El Dorado County General Plan daytime and evening hourly average noise level standards (55 dB L_{eq} and 50 dB L_{eq}, respectively) at the property lines of the nearest existing sensitive uses (refer to Tables 3.1-8 and 3.1-9).

However, noise levels generated by the QSR drive-through operations would exceed the applicable El Dorado County General Plan nighttime hourly average noise level standards (45 dB L_{eq}) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-10).

Table 3.1-8
Predicted Drive-Through Operations Noise Levels at Nearest Existing Residential Uses – Daytime Hours

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]		County Community Noise Standards (dB L_{eq})
	Speaker[2]	Vehicles	Daytime
Residential - Northwest	26	19	55
Residential - North	49	47	

[1] Predicted L_{eq} noise level projected from drive-through lane and speaker area to residential property line.
[2] Predicted L_{eq} assumes AVC speaker option enabled, ambient daytime noise level of 63 dB L_{eq} at Residential Northwest (site LT-1 data), and ambient daytime noise level of 60 dB L_{eq} at Residential North (site LT-2 data).

Table 3.1-9
Predicted Drive-Through Operations Noise Levels at Nearest Existing Residential Uses – Evening Hours

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]		County Community Noise Standards (dB L_{eq})
	Speaker[2]	Vehicles	Evening
Residential - Northwest	22	19	50
Residential - North	47	47	

[1] Predicted L_{eq} noise level projected from drive-through lane and speaker area to residential property line.
[2] Predicted L_{eq} assumes AVC speaker option enabled, ambient daytime noise level of 63 dB L_{eq} at Residential Northwest (site LT-1 data), and ambient daytime noise level of 60 dB L_{eq} at Residential North (site LT-2 data).

Table 3.1-10
Predicted Drive-Through Operations Noise Levels at Nearest Existing Residential Uses – Nighttime Hours

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]		County Community Noise Standards (dB L_{eq})
	Speaker[2]	Vehicles	Nighttime
Residential - Northwest	22	19	45
Residential - North	43	47	

[1] Predicted L_{eq} noise level projected from drive-through lane and speaker area to residential property line.
[2] Predicted L_{eq} assumes AVC speaker option enabled, ambient daytime noise level of 63 dB L_{eq} at Residential Northwest (site LT-1 data), and ambient daytime noise level of 60 dB L_{eq} at Residential North (site LT-2 data).

Table 3.1-1 shows the results from the BAC long-term ambient noise measurements at sites LT-1 and LT-2, which are representative of the existing ambient noise environment at the closest noise-sensitive uses (residential to northwest and north of the Project site). Project-generated increases in ambient daytime noise levels are calculated to range from 0.1 to 0.3 db L_{eq} (refer to Tables 3.1-1 and 3.1-8). In addition, Project-generated increases in ambient evening noise levels are calculated to range from 0.1 to 0.4 dB L_{eq} (refer to Tables 3.1-1 and 3.1-9). Lastly, Project-generated increases in ambient nighttime noise levels are calculated to range from 0.1 to 0.9 dB L_{eq} (refer to Tables 3.1-1 and 3.1-10). The calculated increases above would not exceed the General Plan Policy 6.5.1.13 increase significance criterion of 3 dB.

Noise levels associated with the QSR drive-through operations could exceed the El Dorado County General Plan nighttime hourly average noise level limits at the property lines of the nearest sensitive uses depending on the hours of operation. Further, the predicted drive-through speaker post noise levels assume the AVC option of the equipment is enabled. However, should the equipment AVC option of the equipment not be enable during operations, it is possible that Project drive-through speaker post noise level exposure could exceed General Plan daytime, evening, and nighttime hourly average (L_{eq}) noise level criteria at the nearest residential property lines. Further, it is possible the Project drive-through speaker post noise levels could result in significant increases in ambient noise levels at nearby residential uses without the AVC option enabled. Therefore, noise impacts from operation of QSR drive-through operations would be **potentially significant**.

Mitigation Measures

To reduce noise levels from the operation of the Project's drive-through speaker post below the applicable El Dorado County General Plan hourly average (L_{eq}) noise level criteria at the property lines of the nearest sensitive uses, implementation of the following noise mitigation measures are recommended:

Mitigation Measure NOISE-4

The drive-through site design shall include the installation of the HME SP10 (or equivalent model) speaker post. Additionally, the automatic volume control (AVC) option shall be enabled at all times during speaker operation.

Mitigation Measure NOISE-5

All drive-through operations shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.)

Implementation of recommended Mitigation Measures NOISE-4 and NOISE-5 would ensure noise generated by QSR drive-through operations would not exceed El Dorado County General Plan hourly average noise level limits at the property lines of the nearest sensitive uses, and, as such, noise impacts associated with QSR drive-through operations would be reduced to a **less-than-significant** level.

On-Site Truck Circulation

The revised Project would require deliveries of products to the convenience store and retail/QSR buildings. For a conservative assessment of daily truck delivery noise levels at the proposed convenience store/fueling station and retail/QSR uses, it was assumed that 2 heavy trucks and 4 medium duty trucks/vans would deliver products to the development on a typical busy day. To calculate hourly average (L_{eq}) noise level exposure from on-site truck circulation, it was assumed that the Project would require 2

heavy truck and 2 medium duty truck deliveries during the same worst-case hour. Based on a conservative 2 heavy fueling truck and 2 medium truck and trips per hour, and SELs of 83 and 76 dB SEL per passby, the hourly average noise level generated by Project delivery truck circulation would be 51 dB L_{eq} at a reference distance of 50 feet from the passby route during the worst-case hour of deliveries (maximum noise level of 74 dB L_{max}).

Noise levels generated by on-site truck circulation would fall below the applicable El Dorado County General Plan daytime hourly average noise level standards (55 L_{eq}) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-11). However, noise levels generated by the on-site truck circulation would exceed the applicable El Dorado County General Plan evening and nighttime hourly average noise level standards (50 L_{eq} and 45 L_{eq}, respectively) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-11). In addition, noise levels generated by the on-site truck circulation would exceed the applicable El Dorado County General Plan daytime, evening, and nighttime maximum noise level standards (70 L_{max}, 60 L_{max}, and 55 L_{max}, respectively) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-12).

Table 3.1-11
Predicted Truck Circulation Noise Levels at Nearest Existing Residential Uses – Hourly (L_{eq})

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]	County Community Noise Standards (dB L_{eq})		
		Daytime	Evening	Nighttime
Residential - Northwest	51	55	50	45
Residential - North	48			
[1] Predicted L_{eq} noise level projected from nearest on-site circulation route to residential property line.				

Table 3.1-12
Predicted Truck Circulation Noise Levels at Nearest Existing Residential Uses – Maximum (L_{max})

Noise Sensitive Use	Predicted Noise Level (dB Lmax)[1]	County Community Noise Standards (dB L_{max})		
		Daytime	Evening	Nighttime
Residential - Northwest	74	70	60	55
Residential - North	71			
[1] Predicted L_{max} noise level projected from nearest on-site circulation route to residential property line.				

Table 3.1-1 shows the results from the BAC long-term ambient noise measurements at sites LT-1 and LT-2, which are representative of the existing ambient noise environment at the closest noise-sensitive uses (residential to northwest and north of the Project site). Project-generated increases in ambient daytime noise levels are calculated to be 0.3 db L_{eq} and range from 1.0 to 1.8 dB L_{max} (refer to Tables 3.1-1, 3.1-11, and 3.1-12). In addition, Project-generated increases in ambient evening noise levels are calculated to range from 0.4 to 0.7 dB L_{eq} and 0.4 to 2.1 dB L_{max} (refer to Tables 3.1-1, 3.1-11, and 3.1-12). Lastly, Project-generated increases in ambient nighttime noise levels are calculated to range from 0.7 to 1.0 dB L_{eq} and 3.5 to 4.8 dB L_{max} (refer to Tables 3.1-1, 3.1-11, and 3.1-12). The calculated increases in daytime and evening hourly average and maximum noise levels above would not exceed the General Plan Policy

6.5.1.13 increase significance criterion of 3 dB. However, calculated Project-generated increases in nighttime maximum noise levels would exceed the applicable General Plan increase significance criterion of 3 dB.

Project on-site truck circulation noise level exposure is predicted to exceed the County's daytime, evening, and nighttime hourly average (L_{eq}) and maximum (L_{max}) noise level limits at the property lines of the nearest sensitive uses. Therefore, noise impacts from on-site truck circulation would be **potentially significant**.

Mitigation Measures

To reduce noise levels from the Project's on-site truck circulation below the applicable El Dorado County General Plan hourly average (L_{eq}) and maximum (L_{max}) noise level criteria at the property lines of the nearest sensitive uses, implementation of Mitigation Measure NOISE-1 and the following noise mitigation measure are recommended:

> **Mitigation Measure NOISE-6**
>
> All truck deliveries within the development shall be limited to daytime hours (7:00 a.m. to 7:00 p.m.).

Implementation of recommended Mitigation Measures NOISE-2 and NOISE-6 would ensure noise generated by on-site truck circulation would not exceed El Dorado County General Plan hourly average and maximum noise level limits at the property lines of the nearest sensitive uses, and, as such, noise impacts associated with on-site truck circulation would be reduced to a **less-than-significant** level.

On-Site Truck Deliveries

As with the approved Project, the revised Project would require deliveries of products to the convenience store. For a conservative assessment of daily truck delivery noise levels at the proposed convenience store/fueling station and the other uses already approved for the Project site, it was assumed that four medium duty trucks/vans would deliver products to the development on a typical busy day. To calculate hourly average (L_{eq}) noise level exposure from on-site truck circulation, it was assumed that the uses on the Project site would require two medium duty truck deliveries during the same worst-case hour. Based on two medium truck deliveries during any given hour, the hourly average noise level generated would be 43 dB L_{eq} at a reference distance of 100 feet from the passby route during the worst-case hour of deliveries (maximum noise level of 66 dB L_{max}).

Noise levels generated by on-site truck deliveries would not exceed the applicable El Dorado County General Plan daytime, evening, and nighttime hourly average noise level standards (55 L_{eq}, 50 L_{eq}, and 45 L_{eq}, respectively) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-13). However, noise levels generated by the on-site truck deliveries would exceed the applicable El Dorado County General Plan evening and nighttime maximum noise level standards (60 L_{max} and 55 L_{max}, respectively) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-14).

Table 3.1-13
Predicted Truck Delivery Noise Levels at Nearest Existing Residential Uses – Hourly (L_{eq})

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]	County Community Noise Standards (dB L_{eq})		
		Daytime	Evening	Nighttime
Residential - Northwest	38	55	50	45
Residential - North	43			
[1] Predicted L_{eq} noise level projected from nearest on-site circulation route to residential property line.				

Table 3.1-14
Predicted Truck Delivery Noise Levels at Nearest Existing Residential Uses – Maximum (L_{max})

Noise Sensitive Use	Predicted Noise Level (dB Lmax)[1]	County Community Noise Standards (dB L_{max})		
		Daytime	Evening	Nighttime
Residential - Northwest	60	70	60	55
Residential - North	66			
[1] Predicted L_{max} noise level projected from nearest on-site circulation route to residential property line.				

Table 3.1-1 shows the results from the BAC long-term ambient noise measurements at sites LT-1 and LT-2, which are representative of the existing ambient noise environment at the closest noise-sensitive uses (residential to northwest and north of the Project site). Project-generated increases in ambient daytime noise levels are calculated to range from 0.1 to 0.1 dB L_{eq}/L_{max} (refer to Tables 3.1-1, 3.1-13, and 3.1-14). In addition, Project-generated increases in ambient evening noise levels are calculated to range from 0.1 to 0.1 dB L_{eq}/L_{max} (refer to Tables 3.1-1, 3.1-13, and 3.1-14). Lastly, Project-generated increases in ambient nighttime noise levels are calculated to range from 0.1 to 0.6 L_{eq}/L_{max} (refer to Tables 3.1-1, 3.1-13, and 3.1-14). The calculated increases in daytime, evening, and nighttime hourly average and maximum noise levels above would not exceed the General Plan Policy 6.5.1.13 increase significance criterion of 3 dB.

Project on-site truck delivery noise level exposure is predicted to exceed the County's evening and nighttime maximum (L_{max}) noise level limits at the property lines of the nearest sensitive uses. Therefore, noise impacts from on-site truck deliveries would be **potentially significant**.

Mitigation Measures

To reduce noise levels from the Project's on-site deliveries below the applicable El Dorado County General Plan maximum (L_{max}) noise level criteria at the property lines of the nearest sensitive uses, implementation of Mitigation Measure NOISE-6 is recommended. Implementation of recommended Mitigation Measure NOISE-6 would ensure noise generated by on-site truck deliveries would not exceed El Dorado County

General Plan maximum noise level limits at the property lines of the nearest sensitive uses, and, as such, noise impacts associated with on-site truck deliveries would be reduced to a **less-than-significant** level.

Convenience Store/Retail QSR Building HVAC

The revised Project would require operation of HVAC equipment for the proposed convenience store and QSR buildings, which would most likely use packaged roof-mounted systems. Based on the sound power data and operations, and assuming standard spherical spreading loss (-6 dB per doubling of distance), the revised Project's HVAC equipment noise exposure at the property lines of the nearest existing residential uses was calculated.

Noise levels generated by HVAC equipment would not exceed the applicable El Dorado County General Plan daytime and evening hourly average noise level standards (55 L_{eq} and 50 L_{eq} respectively) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-15). However, noise levels generated by HVAC equipment would exceed the applicable El Dorado County General Plan nighttime hourly average noise level standard (45 L_{eq}) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-15).

Table 3.1-15
Predicted HVAC Equipment Noise Levels at Nearest Existing Residential Uses – Hourly (L_{eq})

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]	County Community Noise Standards (dB L_{eq})		
		Daytime	Evening	Nighttime
Residential - Northwest	49	55	50	45
Residential - North	47			
[1] Predicted L_{eq} noise level projected from nearest on-site circulation route to residential property line.				

Table 3.1-1 shows the results from the BAC long-term ambient noise measurements at sites LT-1 and LT-2, which are believed to be representative of the existing ambient noise environment at the closest noise-sensitive uses (residential to northwest and north of the Project site). Project-generated increases in ambient daytime noise levels are calculated to be 0.2 dB L_{eq} (refer to Tables 3.1-1 and 3.1-15). In addition, Project-generated increases in ambient evening noise levels are calculated to be 0.4 dB L_{eq} (refer to Tables 3.1-1 and 3.1-15). Lastly, Project-generated increases in ambient nighttime noise levels are calculated to range from 0.4 to 0.4 L_{eq} (refer to Tables 3.1-1 and 3.1-15). The calculated increases in daytime, evening, and nighttime hourly average noise levels above would not exceed the General Plan Policy 6.5.1.13 increase significance criterion of 3 dB.

However, the revised Project's HVAC equipment noise level exposure is predicted to exceed the County's nighttime hourly average (L_{eq}) noise level limits at the property lines of the nearest sensitive uses. Therefore, noise impacts from the operation of HVAC equipment would be **potentially significant**.

Mitigation Measures

To reduce noise levels from the operation of HVAC equipment below the applicable El Dorado County General Plan hourly average (L_{eq}) noise level criteria at the property lines of the nearest sensitive uses,

implementation of Mitigation Measure NOISE-1 is recommended. Implementation of recommended Mitigation Measure NOISE-2 would ensure noise generated by HVAC equipment would not exceed El Dorado County General Plan hourly average noise level limits at the property lines of the nearest sensitive uses, and, as such, noise impacts associated with operation of HVAC equipment would be reduced to a **less-than-significant** level.

Combined Operations

Combined noise levels generated by the revised Project operations would not exceed the applicable El Dorado County General Plan daytime hourly average noise level standards (55 L_{eq}) at the property lines of the nearest existing sensitive uses (refer to Table 3.1-16). However, combined noise levels generated by the revised Project would exceed the applicable El Dorado County General Plan evening and nighttime hourly average noise level standards (50 L_{eq} and 45 L_{eq} respectively) at the property lines of the nearest existing sensitive uses (refer to Tables 3.1-17 and 3.1-18).

Table 3.1-16
Predicted Combined Noise Levels at Nearest Existing Residential Uses – Daytime Hourly (L_{eq})

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]							Calculated Combined Noise Level (dB L_{eq})3	County Community Noise Standards (dB L_{eq})
	On-site Vehicle Circulation	Vacuum Nozzles	Air/Water Unit	Car Wash Dryers	Drive-Thru[2]	On-site Truck Circulation	Truck Deliveries		
Residential - Northwest	35	32	35	47	20	45	32	51	55
Residential - North	32	40	22	48	43	42	37	52	

[1] Predicted noise levels include implementation of all mitigation measures identified in this report.
[2] Highest predicted L_{eq} from drive-through operations.
[3] Calculated cumulative (combined) hourly average noise levels from analyzed on-site operations.

Table 3.1-17
Predicted Combined Noise Levels at Nearest Existing Residential Uses – Evening Hourly (L_{eq})

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]							Calculated Combined Noise Level (dB L_{eq})3	County Community Noise Standards (dB L_{eq})
	On-site Vehicle Circulation	Vacuum Nozzles	Air/Water Unit	Car Wash Dryers	Drive-Thru[2]	On-site Truck Circulation	Truck Deliveries		
Residential - Northwest	35	32	35	47	20	--	--	49	50
Residential - North	32	40	22	48	43	--	--	51	

[1] Predicted noise levels include implementation of all mitigation measures identified in this report.
[2] Highest predicted L_{eq} from drive-through operations.
[3] Calculated cumulative (combined) hourly average noise levels from analyzed on-site operations.

Table 3.1-18
Predicted Combined Noise Levels at Nearest Existing Residential Uses – Nighttime Hourly (L_{eq})

Noise Sensitive Use	Predicted Noise Level (dB L_{eq})[1]							Calculated Combined Noise Level (dB L_{eq})[3]	County Community Noise Standards (dB L_{eq})
	On-site Vehicle Circulation	Vacuum Nozzles	Air/Water Unit	Car Wash Dryers	Drive-Thru[2]	On-site Truck Circulation	Truck Deliveries		
Residential - Northwest	35	32	35	--	20	--	--	44	45
Residential - North	32	40	22	--	43	--	--	47	

[1] Predicted noise levels include implementation of all mitigation measures identified in this report.
[2] Highest predicted L_{eq} from drive-through operations.
[3] Calculated cumulative (combined) hourly average noise levels from analyzed on-site operations.

With implementation of the mitigation measures identified above, the highest predicted maximum (L_{max}) noise levels from on-site operations were calculated to range from 65 to 68 dB L_{max} during daytime hours and from 42 to 45 dB L_{max} during nighttime and evening hours at the nearest residential uses. Accordingly, with mitigation, the highest predicted maximum (L_{max}) noise levels from on-site operations above would not exceed the applicable General Plan daytime, evening, and nighttime maximum noise level standards at the nearest residential uses.

Table 3.1-1 shows the results from the BAC long-term ambient noise measurements at sites LT-1 and LT-2, which are believed to be representative of the existing ambient noise environment at the closest noise-sensitive uses (residential to northwest and north of the Project site). Combined Project-generated increases in ambient daytime noise levels are calculated to range from 0.2 to 0.6 dB L_{eq} (refer to Tables 3.1-1, 3.1-16, 3.1-17, and 3.1-18). In addition, combined Project-generated increases in ambient evening and nighttime noise levels are calculated to range from 0.1 to 0.7 dB L_{eq} (refer to Tables 3.1-1, 3.1-16, 3.1-17, and 3.1-18). Lastly, Project-generated increases in ambient nighttime noise levels associated with highest predicted maximum noise levels from combined on-site operations are calculated to range from less than 0.1 to 0.5 dB L_{max} (refer to Tables 3.1-1, 3.1-16, 3.1-17, and 3.1-18). The calculated increases in daytime, evening, and nighttime hourly average and maximum noise levels above would not exceed the General Plan Policy 6.5.1.13 increase significance criterion of 3 dB.

However, the combined Project noise level exposure is predicted to exceed the County's evening and nighttime hourly average (L_{eq}) noise level limits at the property lines of the nearest sensitive uses. Therefore, consideration of additional mitigation measures were considered to be warranted. Therefore, noise impacts from (mitigated) combined Project on-site operations are considered **potentially significant**.

Mitigation Measures

To reduce combined noise levels from on-site operations below the applicable El Dorado County General Plan hourly average (L_{eq}) noise level criteria at the property lines of the nearest sensitive uses, implementation of the following noise mitigation measure is recommended:

Mitigation Measure NOISE-7

Project vacuum operations shall be limited to daytime and evening hours (7:00 a.m. to 10:00 p.m.).

Implementation of recommended Mitigation Measure NOISE-7 would ensure combined noise level exposure from on-site operations would not exceed El Dorado County General Plan hourly average noise level limits at the property lines of the nearest sensitive uses, and, as such, noise impacts associated with combined on-site operations would be reduced to a **less-than-significant** level.

3.2 Transportation and Traffic

This section describes the existing traffic/circulation setting of the Project site, identifies regulatory requirements, evaluates potential impacts, and identifies mitigation measures relative to implementation of the revised Project. This section will focus on a comparison of the revised Project to the Creekside Plaza FEIR relative to traffic/circulation, with the exception that in 2013, Senate Bill (SB) 743 was enacted, with an implementation date of July 1, 2020, requiring public agencies to no longer utilize level of service (LOS) for traffic analysis and instead utilize vehicle miles traveled (VMT).

The following is based on the Traffic Impact Analysis (TIA) and VMT Analysis for the revised Project (refer to Appendix C and Appendix D, respectively). The Traffic Impact Analysis includes a LOS analysis to identify effects on roadway operations and recommend improvements to address noted deficiencies in the transportation network. The Traffic Impact Analysis is included as Appendix C of this SEIR. Consistent with SB 743 and the County's guidelines, the VMT Analysis was prepared to determine the potential VMT impacts and is included as Appendix D of this SEIR. The discussion below and the CEQA impact significance determination for the revised Project is based on VMT but also includes analysis of the revised Project's conformance with County LOS policies.

3.2.1 Existing Conditions

3.2.1.1 Conditions Evaluated in Creekside Plaza FEIR

A TIA study dated September 2017 was prepared by KD Anderson and Associates for the Creekside Plaza FEIR in which the approved Project was estimated to generate 1,646 average daily trips (ADT) based on operation of a commercial development, consisting of office and retail spaces and a fast-food restaurant with drive-through. Mitigation measures were identified to address potential impacts to the surrounding circulation system. A VMT analysis was not prepared for the approved Project.

3.2.1.2 Current Conditions

The existing roadways, public transit network, bicycle network, and pedestrian network surrounding the Project area are discussed below. The TIA addresses traffic conditions at 11 existing intersections and three roadway segments generally along Missouri Flat Road. The limits of the study area were based on the previous traffic study prepared for the approved Project, as described below.

Study Area Intersections

Missouri Flat Road/Westbound US 50 ramps intersection is controlled by a coordinated traffic signal. The Missouri Flat Road approaches feature dual northbound left-turn lanes and a separate southbound right-turn lane. The four-lane exit from US 50 is configured with dual left and right-turn lanes.

Missouri Flat Road/Eastbound US 50 ramps intersection is controlled by a coordinated traffic signal. The Missouri Flat Road approaches feature dual southbound left-turn lanes and a separate northbound right-turn lane. The three-lane exit from US 50 is configured with a separate left-turn lane and right-turn lanes, as well as a combined left, thru, and right-turn lane.

Missouri Flat Road/Mother Lode Drive intersection is signalized and located roughly 250 feet from the Eastbound US 50 ramps intersection. The Missouri Flat Road approaches have separate left turn and right-turn lanes. The eastbound Mother Lode Drive approach has three lanes configured as dual left turns and a separate right-turn lane.

Missouri Flat Road/Road 2233 intersection is stop controlled along Road 2233 and is located roughly 1,600 feet south of the Mother Lode Drive intersection. The Missouri Flat Road approaches include two lanes in each direction with a two-way left-turn lane extending from Perks Court just south of Mother Lode Drive to 250 feet south of the Road 2233 intersection. The Road 2233 approach has a single lane for traffic entering the intersection.

Missouri Flat Road/Forni Road intersection is also signalized and located roughly ½ mile south of the Mother Lode Drive intersection. The Missouri Flat Road approaches each include separate left-turn and right-turn lanes. The Forni Road approaches have separate left turn, through and right-turn lanes, and a second left-turn lane has been provided on the eastbound approach.

Missouri Flat Road/Golden Center Drive intersection is located about 1,100 feet south of Forni Road. This signalized intersection includes separate left-turn lanes on the Missouri Flat Road approaches and a separate right-turn lane on the southbound approach. The Golden Center Drive approaches are single lanes that operate with permitted phasing.

Missouri Flat Road/China Garden Road intersection is located about 2,100 feet south of Golden Center Drive. This unsignalized intersection includes single lanes along Missouri Flat Road with a separate left-turn lane on the southbound approach. A two-way left-turn lane is present on the northbound approach of Missouri Flat Road and north of the southbound left-turn lane. The China Garden Road approach consists of a single lane that is stop controlled. A driveway is present along the west side of the intersection.

Missouri Flat Road/Industrial Drive intersection is located about 600 feet south of China Garden Road. This unsignalized intersection includes single lanes along Missouri Flat Road with a two-way left-turn lane present along Missouri Flat Road. The Industrial Drive approach consists of a single lane that is stop controlled.

Missouri Flat Road/Enterprise Drive intersection is located along a two-lane section of Missouri Flat Road. A two-way left-turn lane is available on Missouri Flat Road. The eastbound Enterprise Drive approach is controlled by a stop sign. A driveway is present along the east side of the intersection.

Missouri Flat Road/(SR 49) Pleasant Valley Road intersection is located at the southern end of Missouri Flat Road roughly two miles from the Project site. This tee intersection is controlled by an actuated traffic signal. The Pleasant Valley Road approaches have single through lanes in each direction, with dual eastbound left-turn lanes and a separate westbound right-turn lane. The two-lane southbound approach on Missouri Flat Road is configured as separate left turn and right-turn lanes, and the right turn "overlaps" the eastbound left turn phase.

Forni Road/Golden Center Drive intersection is located about 300 feet east of Missouri Flat Road. This unsignalized intersection includes a single lane along westbound Forni Road, and a through lane and a

right-turn lane along eastbound Forni Road. The Golden Center Drive approach consists of a single lane that is stop controlled.

Missouri Flat Road/Diamond Springs Parkway intersection is a future intersection that is part of the Diamond Springs Parkway project. When completed, this intersection will consist of a left-turn lane, two through lanes and a right-turn lane along the eastbound (Missouri Flat Road) and westbound (Diamond Springs Parkway) approaches. The northbound Missouri Flat Road approach will consist of dual left-turn lanes and a through-right lane. The opposing southbound approach will consist of a left-turn lane and a through-right lane. This intersection will be signalized.

Study Area Roadway Segments - Missouri Flat Road

Mother Lode Drive to Golden Center Drive segment is a four-lane roadway between Mother Lode Drive and Golden Center Drive. The segment includes a two-way-left-turn lane from Perks Court to just north of Forni Road. The roadway includes a raised median with left-turn lanes between Mother Lode Drive and Perks Court and from Forni Road to Golden Center Drive.

Golden Center Drive and China Garden Road segment is generally a two-lane roadway with a two-way left-turn lane between Golden Center Drive and China Garden Road. Upon departing the Golden Center Drive intersection to the south, a lane drop is present, reducing the southbound direction to one lane. Similarly, the approach to the Golden Center Drive intersection consists of a single lane with a two-way left-turn lane that widens to two lanes just prior to the intersection. The two-way left-turn lane changes into a northbound left-turn lane at the intersection. This also occurs in the southbound direction at China Garden Road with the two-way left-turn lane becoming a dedicated left-turn lane at the intersection.

China Garden Road and Pleasant Valley Road segment is a two-lane roadway with a two-way left-turn lane between China Garden Road and Peasant Valley Road. About 500 feet from the Pleasant Valley Road intersection, the two-way left-turn lane is removed while a right-turn-only lane is added.

Public Transit

The El Dorado County Transit Authority (EDCTA) offers local fixed route, regional commuter route, dial-a-ride and para-transit services. Three local fixed routes pass the Project site on Missouri Flat Road which include the Placerville East (PE), Placerville West (PW) and Diamond Springs (DS) routes. The DS route travels along Missouri Flat Road and Pleasant Valley Road and operates from about 7:00 a.m. to about 6:00 p.m. Monday through Friday at 1-hour headways. The PE and PW routes generally provide transit access paralleling the US 50 corridor from Missouri Flat Road to the east side of Placerville along Broadway. Both routes operate Monday through Friday, with the first departure for both routes at 7:00 a.m. The PW route's last bus terminates at Missouri Flat Transit Center at 5:00 p.m. and the last bus along the PE route begins at 5:00 a.m. and ends service at about 5:45 p.m.

EDCTA also operates commuter routes to downtown Sacramento Monday through Friday. A park-n-ride lot is available along Commerce Way, between Enterprise Drive and Pleasant Valley Road. Four inbound routes to Sacramento are operated from the Commerce Way lot between 5:30 a.m. and 6:00 a.m. Ten return trips from Sacramento are available but are "request only" stops.

Bicycle and Pedestrian Facilities

Designated bicycle facilities exist in the vicinity of the Project site, including Class 2 bike lanes along Missouri Flat Road from Plaza Drive south to Golden Center Drive and narrow paved shoulders located intermittently along Forni Road that are not designated as bicycle lanes.

Sidewalks are present along the east side of Missouri Flat Road from Plaza Drive to south of Golden Center Drive and along the south side of Forni Road from the US 50 interchange to south of Golden Center Drive. Sidewalks are also present along the perimeters of each of the retail developments in the Missouri Flat Road/Forni Road intersection. A sidewalk is not present along the Project frontage (west side) of Forni Road.

Accident Review of Local Roadways

Crash data were obtained from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) for years 2018 through 2022. It is acknowledged that due to Covid-19, traffic volumes were lower and, thereby, potentially underestimate driving patterns and crashes. At the Missouri Flat Road/Forni Road intersection, 12 crashes were identified in the five-year period. The primary collision factor (PCF) of four crashes involved failure to obey traffic signals; each crash resulted in a broadside collision. Two crashes along Missouri Flat Road in the intersection area included speed related rear-end collisions while two other crashes involved motorists making an improper turn. The remaining four crashes included unsafe starting, an incident involving driving under the influence (DUI), an unsafe lane change, and a pedestrian/auto crash. Crash history was also reviewed at the Forni Road/Golden Center Drive intersection. In the five-year period, two crashes were recorded. The PCFs included failure to yield the right of way resulting in a broadside collision and a speed related rear-end crash.

3.2.2 Regulatory Framework

3.2.2.1 State Regulations

In September 2013, the Governor's Office signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. In response to the passage of SB 743, the Governor's Office of Planning and Research (OPR) was required to amend the CEQA Guidelines to provide a new approach to evaluating traffic impacts. SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers to measuring the environmental impact of driving. The change has been made by replacing LOS with VMT. This change was made to align CEQA transportation impact analysis and mitigation with the State's goals for reducing greenhouse gas (GHG) emissions, to encourage infill development, and to improve public health through more active transportation. Level of Service is still used to assess a project's effects outside of CEQA, and a traffic operational analysis under El Dorado County guidelines has been prepared for this Project and documented separately.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines, including the incorporation of SB 743 modifications. The CEQA Guidelines' changes were approved by the Office of Administrative Law and are now in effect. The provisions apply statewide as of July 1, 2020.

To help aid lead agencies with SB 743 implementation, the Governor's OPR produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR December 2018). This document provides guidance regarding the variety of implementation questions to be faced with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per capita" and "per employee" basis, respectively.
- OPR recommends that a per capita or per employee VMT that is 15 percent below that of existing development may be a reasonable significance threshold. In other words, an office project that generates VMT per employee that is more than 85 percent of the regional average VMT per employee could result in a significant impact. OPR notes that this threshold is supported by evidence that connects this level of reduction to the State's emissions goals.
- OPR recommends that, where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, OPR suggested that retail development, including stores smaller than 50,000 square feet, might be considered local serving.
- Lead agencies have the discretion to set or apply their own significance thresholds.

In 2019, the El Dorado County Transportation Commission (EDCTC) completed the El Dorado County and City of Placerville SB 743 Implementation Plan (July 19, 2019) to support El Dorado County and the City of Placerville with implementation of SB 743, including the selection of VMT analysis methodology, setting thresholds of significance, and potential mitigation. With Resolution 141-2020 (October 6, 2020), the Board of Supervisors of the County of El Dorado adopted VMT thresholds of significance for purposes of analyzing transportation impacts under CEQA, as detailed in Subsection 3.2.3.2, Vehicle Miles Traveled, below.

3.2.2.2 County Regulations

<u>El Dorado County General Plan—Transportation and Circulation Element</u>

The 2004 El Dorado County General Plan Transportation and Circulation Element provides the framework for decisions in El Dorado County concerning the countywide transportation system. It provides for coordination with the incorporated cities within the County, the EDCTC, the Sacramento Area Council of Governments, the Tahoe Regional Planning Agency, and state and federal agencies that fund and manage the County's transportation facilities. The Transportation and Circulation Element reflects the urban and

rural diversity of the unincorporated areas of El Dorado County and establishes standards that guide development of the transportation system, including access to the road and highway system required by new development. The Transportation and Circulation Element includes the following policies that apply to the revised Project:

Policy TC-Xc: Developer paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development during peak hours upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county.

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

TABLE TC-2
EL DORADO COUNTY ROADS ALLOWED TO OPERATE AT LEVEL OF SERVICE F[1]

Road Segments		Max. V/C[2]
Cambridge Road	Country Club Drive to Oxford Road	1.07
Cameron Park Drive	Robin Lane to Coach Lane	1.11
Missouri Flat Road	U.S. Highway 50 to Mother Lode Drive	1.12
	Mother Lode Drive to China Garden Road	1.20
Pleasant Valley Road	El Dorado Road to State Route 49	1.28
U.S. Highway 50	Canal Street to junction of State Route 49 (Spring Street)	1.25
	Junction of State Route 49 (Spring Street) to Coloma Street	1.59
	Coloma Street to Bedford Avenue	1.61
	Bedford Avenue to beginning of freeway	1.73
	Beginning of freeway to Washington overhead	1.16
	Ice House Road to Echo Lake	1.16
State Route 49	Pacific/Sacramento Street to new four-lane section	1.31
	U.S. Highway 50 to State Route 193	1.32
	State Route 193 to county line	1.51

Notes:
[1] Roads improved to their maximum width given right-of-way and physical limitations.
[2] Volume to Capacity ratio.

Policy TC-Xe: For the purposes of this Transportation and Circulation Element, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project: A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak

hour, or daily, or B. The addition of 100 or more daily trips, or C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Policy TC-Xf: For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year [Capital Improvement Program] CIP.

Policy TC-Xg: Each development project shall dedicate right-of-way, design and construct or fund any improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. This policy shall remain in effect indefinitely unless amended by voters.

Policy TC-5b: In commercial and research and development subdivisions, curbs and sidewalks shall be required on all roads. Sidewalks in industrial subdivisions may be required as appropriate.

Traffic Impact Fee Program

The fees included in the Traffic Impact Fee (TIF) Program by the El Dorado County Board of Supervisors have been determined based on the estimated costs of building the needed road improvements for the planned growth forecasted in the 2004 General Plan. The TIF Program pays for major roadway improvements as listed in the program's current Resolution.

Missouri Flat Master Circulation and Funding Plan

The Project site is located in the Missouri Flat Area Master Circulation and Funding Plan (MC&FP) area. The MC&FP was prepared and adopted by the County in order to provide a comprehensive and coordinated approach to address both existing traffic congestion and the issue of providing capacity for future development in the Missouri Flat Area (Economic & Planning Systems 1998). The MC&FP established a "master circulation and funding plan" for roadway improvements within the Missouri Flat Area which would be funded through a variety of sources, including fees and taxes generated by retail development in the Missouri Flat Area.

The MC&FP EIR contemplated a total of 1,700,000 square feet of retail development to be constructed between 1998 and 2015 in two separate phases on lands designated as commercial. The revised Project would be considered part of the second phase "Future MC&FP Retail." Under the MC&FP, all new developments in the Missouri Flat Area are obligated to pay a proportional share of improvement costs in adherence with DOT's current Capital Improvement Program (CIP) and the County's Traffic Impact Mitigation Fee Program.

El Dorado County Regional Transportation Plan and Capital Improvement Program

The EDCTC is the Regional Transportation Planning Agency (RTPA) for El Dorado County (excluding the Tahoe Basin) and is responsible for preparation of the El Dorado County Regional Transportation Plan (RTP). The El Dorado County 2015–2035 RTP was developed by the EDCTC to document the policy direction, actions and funding recommendations intended to meet El Dorado County's short- and long-

range transportation needs over the next 20 years. The RTP is designed to be a blueprint for the systematic development of a balanced, comprehensive, multi-modal transportation system. In general, RTPs are developed to provide a clear vision of the regional transportation goals, objectives, and policies, complemented by short-term and long-term strategies for implementation. The RTP also serves as the El Dorado County portion of the Sacramento Area Council of Governments Metropolitan Transportation Plan. The RTP identifies the County's 10-year CIP in its regional road network short-term action plan.

3.2.3 Thresholds of Significance

The significance criteria used to evaluate the revised Project impacts to traffic and circulation are based on Appendix G of the CEQA guidelines. According to Appendix G of the CEQA guidelines, a significant impact related to traffic and circulation would occur if the revised Project would:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

c) Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

d) Result in inadequate emergency access.

In accordance with the above significance criteria, this analysis uses the VMT and LOS standards to evaluate traffic impacts. The impact discussion and the impact significance determination for the revised Project is based on VMT but also includes analysis of the revised Project's conformance with County LOS policies that address the circulation system.

3.2.3.1 Level of Service

El Dorado County identifies LOS E as the acceptable LOS on roadways and state highways within the unincorporated areas of the County in the Community Regions, which include the Project area (El Dorado-Diamond Springs Community Region). However, the County's General Plan identifies some county roadways that are allowed to operate at LOS F (Table 3.2-1). Missouri Flat Road, between US 50 and Mother Lode Drive may operate at LOS F while maintaining a maximum v/c ratio of 1.12. Additionally, between Mother Lode Drive and China Garden Road Missouri Flat Road can operate at LOS F with a maximum v/c ratio of 1.20.

Consistent with General Plan policies, a traffic impact is considered to be significant under El Dorado County guidelines if the project causes an intersection to change from LOS E to LOS F. Worsening of conditions at facilities already operating at unacceptable levels of service is also considered a significant impact. The County's General Plan Policy TC-Xe defines "worsen" as any of the following conditions:

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

B. the addition of 100 or more daily trips, or

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

In addition, the County's current General Plan Policy TC-Xf notes that all discretionary projects, excluding single family residential subdivisions, that worsen traffic on a County road as defined in Policies TC-Xe [A], [B] or [C] "the County shall condition the project to construct all road improvements necessary to maintain or attain adopted LOS standards." Specifically, the County shall do one of the following:

(1) condition the project to construct all road improvements necessary to maintain or attain LOS standards as detailed in the Transportation and Circulation Element; or

(2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

3.2.3.2 Vehicle Miles Traveled

The County's VMT thresholds consider the VMT performance of residential and office components of a project separately, using the efficiency metrics of VMT per capita and VMT per employee, respectively. For retail components of a project, the county-wide VMT effect is analyzed. The El Dorado County VMT thresholds of significance are summarized below for each of these components:

- Residential – 15 percent below baseline unincorporated countywide VMT per Capita
- Commercial Office – 15 percent below baseline unincorporated countywide VMT per Employee
- Commercial Retail – No net increase in VMT

3.2.4 Methodology

3.2.4.1 Level of Service

To address the potential for the revised Project to conflict with El Dorado County General Plan policies related to LOS standards, an LOS analysis was employed to provide a basis for describing existing traffic conditions and for evaluating the revised Project potential traffic impacts. Level of Service measures the quality of traffic flow and is represented by letter designations from "A" to "F", with a grade of "A" referring to the best conditions, and "F" representing the worst conditions.

Roadways

Local agencies may adopt minimum LOS standards for their circulation facilities (e.g., roads). El Dorado County identifies LOS E as the acceptable level of service on roadways and state highways within the unincorporated areas of the County in the Community Regions and LOS D in the Rural Centers and Rural Regions except as specified in General Plan Policy TC-Xd. The County's General Plan allows some roadway segments to operate at LOS F. Two segments include Missouri Flat Road from US 50 to Mother Lode Drive and from Mother Lode Drive to China Garden Road. Intersections and roadway segments in these two segments of Missouri Flat Road may operate at LOS F. The analysis techniques presented in the 7th Edition of the *Highway Capacity Manual* (HCM) were used to calculate LOS and to provide a basis for describing existing traffic conditions and evaluating the revised Project traffic relative to the 'No Project' conditions.

Intersections

Various software programs have been developed to assist in calculating intersection LOS, and the level of sophistication of each program responds to factors that affect the overall flow of traffic. In this case, Synchro-SimTraffic software was used for intersection analysis in order to account for the effects of closely spaced traffic signals along Missouri Flat Road. The software is a stochastic model which means randomness is present when running the simulations and the results will vary within each scenario and between scenarios. This may result in some intersections having lower delays in the Plus Project scenario than in the No Project scenario. The simulation results contained herein reflect the average of the mean 10 one-hour simulation runs selected from a 20-run sample.

SimTraffic currently cannot analyze two-stage gap analysis with two-way-left-turn-lanes (TWLTL). Therefore, intersections with TWLTL's were evaluated using Synchro 6th Edition methodology which has the capability to analyze gap acceptance with two-way-left-turn-lanes.

The intersection LOS presented in the traffic analysis were based on the weighted average total delay per vehicle for the intersection as a whole at signalized intersections and at locations controlled by all-way stops. The average delay experienced by motorists yielding the right of way is the basis for identification of LOS at locations controlled by side street stop signs.

3.2.4.2 Vehicle Miles Traveled

In 2019, the El Dorado County Transportation Commission completed the El Dorado County and City of Placerville SB 743 Implementation Plan (July 19, 2019) to support El Dorado County and the City of Placerville with implementation of SB 743, including the selection of VMT analysis methodology, setting thresholds of significance, and potential mitigation.

El Dorado County Travel Demand Model

With Resolution 141-2020 (October 6, 2020), the Board of Supervisors of the County of El Dorado adopted VMT thresholds of significance for purposes of analyzing transportation impacts under CEQA. The EL Dorado County VMT Guidelines notes that the methodology for establishing baseline VMT and calculating VMT is by use of the County's Travel Demand Model (TDM). However, the County allows different methods of calculating VMT if in the exercise of sound engineering judgment a different method is determined to be more accurate because of unique circumstances of a particular project or a particular use that is not captured in the TDM. For example, the TDM retail land uses are limited to a single generalized use and does not accurately represent the project land uses. The Technical Advisory provides for a general threshold of 50,000 square-feet as an indicator as to whether a commercial use can be considered local serving or not; however, Resolution 141-2020 did not include local-serving screening criteria for retail projects.

Based on the project location and the three identified retail uses, a gasoline station / convenience store, an automated car wash and a fast-food restaurant, totaling 16,214 square feet the site falls within the local serving retail definition. The Technical Advisory specifically addresses some of the key issues surrounding how a local serving retail store should be evaluated in terms of its VMT impact. As described, the threshold for significance is "a net increase" which means that if a proposed store produces one additional VMT, it would result in a finding of significance. However, the document further explains that

local retail uses can be determined to result in an overall VMT reduction by the lead agency. This finding is consistent with the desire to develop more sustainable communities that have fewer transportation impacts. Commercial uses such as those proposed and located in local areas primarily serve pre-existing needs (they do not generate new trips because they meet existing demand). Because of this, local commercial uses can be presumed to reduce trip lengths when a new retailer is proposed. This also assumes that someone will travel to a newly constructed local gas station, car wash or fast-food restaurant because of its proximity, rather than the proposed retailer fulfilling an unmet need. This dynamic results in an existing trip on the roadway network becoming shorter, rather than a new trip being added to the roadway network, which would result in an impact to the overall transportation system. Conversely, residential and office land uses often create new trips given that they introduce new participants to the transportation system. However, gas stations, car washes and fast-food restaurants do not generate entirely new trips that are added to the transportation system. This means that the impact to the transportation system will be reduced by the introduction of a new gas station / convenience store, car wash or fast-food restaurant that provides local service as its focus. The Technical Advisory also provides that a less than significant finding can be further substantiated by showing the proximity of other similar uses.

The County's VMT thresholds consider the VMT performance of residential and office components of a project separately, using the efficiency metrics of VMT per capita and VMT per employee, respectively. For retail components of a project, the County suggests that the county-wide VMT effect be analyzed. The El Dorado County VMT thresholds of significance are summarized below for each of these components:

- Residential – 15% below baseline unincorporated countywide VMT per Capita
- Commercial Office – 15% below baseline unincorporated countywide VMT per Employee
- Commercial Retail – No net increase in total regional VMT

Based on the land uses that will be changed from the approved Project, for the purposes of the VMT analysis and the determination of transportation related significant impacts, the revised Project was analyzed and compared to the "No Project" condition.

3.2.5 Impact Analysis

Impact 1: Conflict with a Program, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

Approved Project

As previously mentioned, El Dorado County has policies related to LOS standards for traffic conditions and has implemented programs for the improvement of the circulation system. The discussion below summarizes the conclusions made in the previous EIR for potential impacts resulting from new trips generated by the approved Project. The summarized conclusions also identify if the potential impact under the approved Project would contribute to unacceptable traffic operations under Existing Plus Project conditions, under 2035 plus Project conditions, and in the Mid-Afternoon Analysis.

<u>Existing Plus Approved Project</u>

The previous EIR concluded all intersections except the Missouri Flat Road/China Garden Road intersection and the Missouri Flat Road/Enterprise Drive intersection, would continue to operate above the minimum El Dorado County standard (i.e., LOS E or better).

Related to the Missouri Flat Road/China Garden Road intersection, the previous EIR determined the eastbound driveway opposite China Garden Road and the China Garden Road approach would operate at LOS F in the a.m. peak hour. The approved Project would add 10 or more trips through the intersection; however, the intersection would not meet the peak-hour signal warrant, including both volume and delay. In addition, the previous EIR noted that County staff determined that a signal at China Garden Road was not preferred based on the installation of a future traffic signal at Industrial Drive as part of the El Dorado County Public Safety Facility Project. Because the signal warrant was not met and based on County staff determination, this was not considered a significant impact.

Related to the Missouri Flat Road/Enterprise Drive intersection, the previous EIR determined the intersection would operate at LOS F during the a.m. and p.m. peak hours, would meet the peak-hour traffic signal warrant, and would add 10 or more project trips through the intersection. This was considered a significant impact. Improvements for this intersection were identified in the 20-year time frame of the County's CIP. Therefore, the previous EIR recommended Mitigation Measure TRANS-1, which would require the approved Project to pay its fair share of TIF. The TIF would pay for the cost of regional circulation improvements via the El Dorado County TIF program, which includes signalization of the Missouri Flat Road at Enterprise Drive intersection. The previous EIR concluded that implementation of Mitigation Measure TRANS-1 would reduce this impact to less than significant.

The previous EIR determined nine intersections in the Project area would exceed the available storage capacity under Existing Plus Approved Project conditions. These nine intersections were the same as under Existing Conditions (without the approved Project), and it was determined that implementation of the approved Project would not significantly worsen intersection queues. Therefore, impacts related to intersection queues were determined to be less than significant.

Lastly, the previous EIR determined all roadway segments in the Project area would continue to operate within the County LOS threshold (i.e., LOS E or better). Therefore, impacts related to roadway segments were determined to be less than significant.

2035 Plus Approved Project

The previous EIR concluded all intersections, except the Missouri Flat Road/Enterprise Drive intersection, would continue to operate above the minimum El Dorado County standard (i.e., LOS E or better). Missouri Flat Road was identified to be widened to four lanes in the 2035 scenario. These improvements were identified in the County's CIP. The previous EIR determined this intersection would operate at LOS F during the p.m. peak hour and would meet the peak-hour traffic signal warrant. This was considered a significant impact. Improvements for this intersection were identified in the 20-year time frame of the County's CIP. Therefore, the previous EIR recommended Mitigation Measure TRANS-1, which would require the approved Project to pay its fair share of TIF, which would pay for the cost of regional circulation improvements via the El Dorado County Traffic Impact Fee program, including signalization of the Missouri Flat Road/Enterprise Drive intersection. Signalizing the Missouri Flat Road/Enterprise Drive intersection would result in operations improving to LOS A in the p.m. peak hour. Therefore, the previous EIR

concluded that implementation of Mitigation Measure TRANS-1 would reduce this impact to less than significant.

The previous EIR determined 14 intersections in the Project area would exceed the available storage capacity under 2035 Plus Approved Project conditions. Ten of these intersections would exceed available storage without the approved Project; therefore, the previous EIR analyzed the four locations where queues would exceed available storage under 2035 conditions as a result of additional traffic from the approved Project, including Westbound US 50 off-ramps at Missouri Flat Road, Missouri Flat Road/Mother Lode Drive intersection, Missouri Flat Road/Forni Road intersection, and Missouri Flat Road/Pleasant Valley Road intersection. However, the previous EIR further determined that sufficient additional storage was available at each of these intersections to accommodate the projected turn lengths under 2035 Plus Approved project conditions. Specifically, the left-turn lanes along the Westbound US 50 off-ramps at Missouri Flat Road provides for dual left-turn lanes of only 415 feet each but the off-ramp extends an additional 1,000 feet with single lanes for right- and left-turning vehicles prior to reaching US 50, which provides adequate storage for the 502-foot projected queue. Therefore, impacts related to intersection queues were determined to be less than significant.

Lastly, the previous EIR determined all roadway segments in the Project area would continue to operate within the County LOS threshold (i.e., LOS E or better) in both the 2035 and 2035 Plus Approved Project scenario. The previous EIR concluded that impacts to roadway segments would be less than significant.

Mid-Afternoon Approved Project Analysis

The Mid-Afternoon analysis was conducted because Herbert Green Middle School is located north of the Project site, in the northeast quadrant of the Forni Road/Golden Center Drive intersection. School-related traffic typically coincides with peak-hour traffic in the morning, but school site traffic peaks in the mid-afternoon and not in the late afternoon/early evening commuter period. Therefore, it was determined that traffic conditions in the nearby area could worsen during the mid-afternoon time period, and four intersections were analyzed for mid-afternoon conditions, including Forni Road/Golden Center Drive, Missouri Flat Road/Forni Road, Missouri Flat Road/Golden Center Drive, and Missouri Flat Road/Road 2233.

The previous EIR concluded all four intersections would continue to operate above the minimum El Dorado County standard (i.e., LOS E or better) with the addition of approved Project traffic to the mid-afternoon existing conditions and 2035 conditions.

The previous EIR compared Mid-Afternoon Existing Plus Approved Project traffic volumes and 2035 Plus Approved Project traffic volumes at unsignalized intersections (Missouri Flat Road / China Garden Road and Forni Road / Golden Center Drive) with peak-hour warrant requirements to determine whether traffic signals would be needed with the addition of the approved Project. It was determined that neither of the two intersections would meet the peak-hour warrant under Mid-Afternoon Existing Plus Approved Project and Mid-Afternoon 2035 Plus Approved Project conditions.

The previous EIR identified that the two signalized intersections analyzed for existing and 2035 mid-afternoon conditions (Missouri Flat Road/Forni Road, Missouri Flat Road/Golden Center Drive) currently exceed the available storage capacity. The previous EIR determined that the existing and 2035 mid-

afternoon peak period queuing on lane approaches at these two signalized intersections would remain substantially similar when adding approved Project traffic. Therefore, impacts related to intersection queues were determined to be less than significant.

Revised Project

The impact discussion below identifies potential impacts resulting from new trips generated by the revised Project. The summarized conclusions also identify if the potential impact would contribute to unacceptable traffic operations under Existing Plus Project conditions, under 2040 Plus Project conditions, and in the Mid-Afternoon Analysis. Conclusions provided below are based on the TIA (refer to Appendix C) prepared for the revised Project for each condition is summarized below.

Existing Plus Revised Project

As with the approved Project, the revised Project would result in all intersections, except the Missouri Flat Road/China Garden Road intersection, to continue operating above the minimum El Dorado County standard (i.e., LOS E or better). Related to the Missouri Flat Road/China Garden Road intersection, the revised Project would result in this intersection operating with the eastbound driveway and westbound approach at LOS F in the a.m. peak hour and the westbound approach at LOS F in the p.m. peak hour. This same intersection (Missouri Flat Road/China Garden Road) would also meet the peak-hour traffic signal warrant. Specifically, the Missouri Flat Road/China Garden Road intersection would meet the peak hour warrant in the a.m. and p.m. peak hours.

However, the County determined that a signal at Missouri Flat Road/China Garden Road is not a practical alternative based on the installation of the traffic signal at Missouri Flat Road/Industrial Drive as part of the *El Dorado County Public Safety Facility Project*. A right-turn only access along China Garden Road is the preferred alternative. Implementation of the right-turn only restrictions along China Garden Road would result in LOS E conditions in the a.m. peak hour and LOS C conditions in the p.m. peak hour.

Five locations in the Project area would exceed the available storage capacity under Existing Plus Revised Project conditions. These five locations would occur at four intersections, including Missouri Flat Road/westbound US 50 ramps, Missouri Flat Road/eastbound US 50 ramps, Missouri Flat Road/Mother Lode Drive, and Missouri Flat Road/SR 49 (Pleasant Valley Road). The revised Project would result in causing a queue to exceed capacity or in exacerbating existing queues that already exceed storage capacity. Compared to the approved Project, the revised Project would worsen queues at locations that do not have extra capacity or the ability to be redesigned to provide additional storage capacity because of constraints by closely spaced adjacent intersections. However, the revised Project would result in all segments of Missouri Flat Road, except the segment between Golden Center Drive and China Garden Road, to continue operating above the minimum El Dorado County standard (i.e., LOS E or better). Related to the segment between Golden Center Drive and China Garden Road, the revised Project would result in this segment to continue operating at LOS F. However, this segment would retain a v/c ratio of 1.08 in the a.m. peak hour and 1.20 in the p.m. peak hour, which would meet the County's General Plan maximum allowable v/c ratio of 1.20 (identified in Table 3.2-1). Therefore, this segment is not considered deficient.

Because all roadway intersections and segments in the Project area would operate at LOS E or better, potential impacts to roadway segments and intersections would be **less than significant**.

2040 Plus Revised Project

The revised Project would result in all intersections continuing to operate above the minimum El Dorado County standard (i.e., LOS E or better). The Missouri Flat Road/China Garden Road intersection would continue to meet the peak hour warrant in the p.m. peak hour although the intersection would continue to operate at LOS B or better conditions.

Trips generated by the revised Project would result in additional queuing throughout the Project area with five locations projected to exceed the available storage. The storage capacity exceedance would occur at the Missouri Flat Road/westbound US 50 ramps, Missouri Flat Road/eastbound US 50 ramps, Missouri Flat Road/Mother Lode Drive, Missouri Flat Road/Forni Road, and Missouri Flat Road/Diamond Springs Parkway intersections. Lastly, all roadway segments in the Project area would continue to operate within the County level of service threshold (i.e., LOS E or better) with implementation of the revised Project.

The revised Project would result in causing a queue to exceed capacity or in exacerbating existing queues that already exceed storage capacity. The greatest increases in queues would occur along Missouri Flat Road at Diamond Springs Parkway in the eastbound turn lane, which would be exacerbated by 14 additional feet (a 5-percent increase in length). Compared to the approved Project, the revised Project would worsen queues at locations that do not have extra capacity or the ability to be redesigned to provide additional storage capacity. Specifically, the storage length for the southbound right turn lane at the Missouri Flat Road/Forni Road intersection cannot be lengthened because Missouri Flat Road is built out. However, the Missouri Flat Road/Forni Road intersection would continue to operate at LOS C during the a.m. and p.m. peak hours. However, the revised Project would result in all segments of Missouri Flat Road to continue operating above the minimum El Dorado County standard (i.e., LOS E or better).

Because all roadway intersections and segments in the Project area would operate at LOS E or better, potential impacts to roadway segments and intersections would be **less than significant**.

Mid-Afternoon Revised Project Analysis

As mentioned previously, the Mid-Afternoon analysis was conducted because Herbert Green Middle School is located north of the Project site, in the northeast quadrant of the Forni Road/Golden Center Drive intersection. School-related traffic typically coincides with peak-hour traffic in the morning, but school site traffic peaks in the mid-afternoon and not in the late afternoon/early evening commuter period. Therefore, it was determined that traffic conditions in the nearby area could worsen during the mid-afternoon time period and four intersections were analyzed for mid-afternoon conditions including Forni Road/Golden Center Drive, Missouri Flat Road/Forni Road, Missouri Flat Road/Golden Center Drive, and Missouri Flat Road/Road 2233.

The revised Project would result in all intersections continuing to operate above the minimum El Dorado County standard (i.e., LOS E or better). It was determined that neither of the two intersections would meet the peak hour warrant. Two signalized intersections analyzed for existing and 2040 mid-afternoon conditions (Missouri Flat Road/Forni Road, Missouri Flat Road/Golden Center Drive) currently do not exceed the available storage capacity. The revised Project would result in exacerbating existing queues but would not exceed storage capacity at these two intersections.

The revised Project would result in all segments of Missouri Flat Road under Existing Plus Revised Project conditions, except the segment between Golden Center Drive and China Garden Road, and under all segments of Missouri Flat Road under 2040 plus Revised Project conditions to continue operating above the minimum El Dorado County standard (LOS E or better). Related to the segment between Golden Center Drive and China Garden Road under Existing Plus Revised Project conditions, the revised Project would result in this segment to continue operating at LOS F. However, this segment would retain a v/c ratio of 1.08 in the a.m. peak hour and 1.20 in the p.m. peak hour, which would meet the County's General Plan maximum allowable v/c ratio of 1.20 (identified in Table 3.2-1). Therefore, this segment is not considered deficient.

Because all roadway intersections and segments in the Project area would operate at LOS E or better under Existing Plus Revised Project and 2040 Plus Revise Project conditions, potential impacts to roadway segments and intersections would be **less than significant**.

Impact 2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)

Approved Project

Senate Bill (SB) 743, which required public agencies to no longer utilize LOS for traffic analysis and instead utilize VMT, was implemented starting on July 1, 2020, after the certification of the previous EIR and approval of the Project. Therefore, a VMT analysis was not conducted for the approved Project.

Revised Project

A VMT analysis prepared for the revised Project primarily focused on the potential increase in VMT generated by its implementation. The VMT analysis also analyzed the approved Project to provide a baseline for comparing changes in the revised Project to the approved Project. The VMT analysis determined compliance of the revised Project with El Dorado County Resolution 141-2020, which set the thresholds of significance for VMT (net increase in VMT is considered significant for retail projects).

To estimate the revised Project's effect on area VMT, the Project area gas station, car wash, and fast-food restaurant trips were evaluated before and after development of the revised Project. These uses are generally local serving (serving the areas in proximity to their locations or along a travel route such as Highway 50). These retail uses typically do not generate all new trips but would also reroute trips from other locations. The introduction of a new fast-food restaurant could reroute trips from either the few existing restaurants along Missouri Flat Road or from other fast-food restaurants located in different areas of El Dorado County.

As related to gas stations, customers typically visit these uses that are closest to their residence or along their commute route. Since these uses are necessities, they typically do not generate all new trips to the area but instead reroute trips from other facilities in the service area. Most gas stations in the Project area have convenience stores of varying sizes attached.

Car washes have similar travel characteristics as gas stations because they are typically used by the local residents or along commute routes. Car washes would not typically generate all new trips to the area but would reroute trips from existing sites.

Fast-food restaurants with drive-through lanes have different characteristics than gas stations and car washes because fast-food restaurant visits are based not only on convenience but also what the patron is interested in eating. Three fast food restaurants currently operate along Missouri Flat Road. The addition of a fourth fast food restaurant would likely attract some patrons to reroute from the other three restaurants (i.e., pass-by trips), but it is also expected that new patrons could alter their trip from outside the area. For example, the closest Taco Bell restaurant is currently located along Broadway in the city of Placerville. A motorist driving through Placerville to Diamond Springs could forego stopping at the Placerville store and instead stop at the Project site. In addition, a new trip could be shortened for patron located in Diamond Springs not having to drive to Placerville.

Tables 3.2-2 through 3.2-5 summarize the projected change in customer trip length for the uses associated with the revised Project: commercial retail, gas station, car wash, and fast-food restaurant with drive-through. Based on the locations of each of the uses, the scarcity of similar uses surrounding the Project, and the Project location in a rural area of El Dorado County, the following assumptions were made in calculating the net change in VMT:

- Farthest distance traveled for fast food restaurant choices was 1.75 miles;
- Farthest distance traveled for gas was 1.75 miles;
- Farthest distance traveled for a car wash was 1.75 miles;
- Diverted trips were assumed from US 50; therefore, the farthest diverted distance to a fast-food restaurant was 1.6 miles; and
- No effect on VMT for pass-by trips for gas station and car wash land uses.

TABLE 3.2-1
CHANGE IN DAILY VMT DUE TO PROJECT PRIMARY AND DIVERTED TRIPS – GAS STATION

Origin/Destination	Trips	Change in Distance (miles)	Change in VMT
North	62	0.18	11.4
South	347	1.59	553.3
East	396	-0.34	-134.3
West	186	-0.71	-131.4
Total	**991**	**-**	**299.0**

TABLE 3.2-2
CHANGE IN DAILY VMT DUE TO PROJECT PRIMARY AND DIVERTED TRIPS – CAR WASH

Origin/Destination	Trips	Change in Distance (miles)	Change in VMT
North	22	-0.44	-9.7
South	127	1.06	135.3
East	144	-0.91	-130.6
West	157	-0.71	-110.9
Total	**450**	**-**	**-115.9**

TABLE 3.2-3
CHANGE IN DAILY VMT DUE TO PROJECT PRIMARY AND DIVERTED TRIPS – FAST FOOD RESTAURANT

Origin/Destination	Trips	Change in Distance (miles)	Change in VMT
North	25	-0.50	-12.5
South	145	-0.75	-108.1
East	164	0.10	17.2
West	178	-0.59	-105.7
Total	**512**	**-**	**-209.1**

TABLE 3.2-4
CHANGE IN DAILY VMT DUE TO PROJECT PASS-BY TRIPS – FAST FOOD RESTAURANT

Origin/Destination	Trips	Change in Distance (miles)	Change in VMT
North	196	-0.09	-17.7
South	196	-0.11	-21.6
East	48	-0.25	-12.0
West	50	-0.20	-10.2
Total	**490**	**-**	**-61.5**

Note: Gas Station and Car Wash pass-by trips do not exist due to no similar land use in project vicinity.

TABLE 3.2-5
NET CHANGE IN DAILY VMT DUE TO REVISED PROJECT

Trip Type	Change in VMT
Primary and Diverted – Gas Station	299.0
Primary and Diverted – Car Wash	-115.9
Primary and Diverted – Fast Food Restaurant	-209.1
Pass-By	-61.5
Net Change	**-87.5**

As shown in Table 3.2-5, the revised Project would result in shorter trips compared to existing conditions in the Project area (without the revised Project), which is consistent with the OPR Technical Advisory discussion regarding local serving retail projects. Overall, the revised Project is expected to produce a net decrease of 87.5 VMT when compared to existing conditions. Based on the previous assumptions and conclusions, the revised Project would result in a decrease of the net VMT in the County. Potential impacts associated VMT for the revised Project are considered **less than significant**.

Impact 3: Substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

Approved Project

The approved Project's transportation facilities were reviewed based on El Dorado County's Transportation Impact Study (TIS) Guidelines.

Accident Review of Local Roadways

The County noted that there had been accidents at the Missouri Flat Road/Forni Road intersection and the Missouri Flat Road/Golden Center Drive intersection. The accident rate at these intersections was below the County threshold to investigate improvements. Therefore, additional action to address safety was not considered for the approved Project.

Site Circulation/Driveway Locations

Adequate queuing was available at the driveways for the approved Project, but outbound queues were found to potentially create short delays for customers exiting the site. However, the previous EIR determined that this was not a significant impact.

Sight Distance

The previous EIR identified that any onsite landscaping over 2 feet in height and signage should be placed outside of the sight lines to provide adequate sight distance at the Missouri Flat Road Right-In/Right-Out Driveway. This requirement is recommended in Mitigation Measure TRANS-5b.

At the Forni Drive driveway, the minimum sight distance required was determined to be 430 feet with a presumed 55 miles per hour (mph) speed limit along Forni Road. The available sight distance is about 400 feet, which corresponds to about a 36-mph design speed. Therefore, the previous EIR recommended the completion of a speed survey to identify an appropriate speed limit along Forni Road in the Project vicinity and recommended site improvements (e.g., crosswalks, sidewalk, no parking zone). These requirements were recommended in Mitigation Measure TRANS-5a to ensure that pedestrian/vehicle conflicts would be minimized at the Forni Road driveway to a less-than-significant level.

The entrance and exit to the fast-food drive-through lane, located near the Forni Road driveway, was analyzed in the previous EIR. It was determined that this area should have unconstrained sight lines to allow exiting motorists to view drive aisle traffic. A crosswalk was proposed across the exit; however, the previous EIR recommended it should be situated about 25 feet behind the "intersection" to allow pedestrians to cross behind a vehicle waiting to exit the drive-through lane. These requirements, as well as installation of a stop sign and crosswalk at the drive-through exit, were recommended in Mitigation Measure TRANS-5b to ensure that pedestrian/vehicle conflicts related to the fast-food drive-through lane would be minimized to a less-than-significant level.

Parking and Drive-Through Requirements

The previous EIR reviewed the parking requirements to determine needed parking due to the zoning code and requirements relative to projected parking demand. The approved Project was required to provide 96 stalls and proposed to provide 156 spaces. It was also determined that the proposed drive-through lane for the fast-food restaurant would meet the County's drive-through facility requirements. Lastly, it was expected that truck access for a California Legal truck (i.e., CA-Legal, which is the design vehicle that would need access to the fast-food restaurant) should be limited to non-operational hours of the fast-food restaurant because the drive aisle could be blocked while trucks are loading/unloading. This

requirement was recommended in Mitigation Measure TRANS-5b to ensure that conflicts related to the fast-food drive-through lane would be minimized to a less-than-significant level.

Revised Project

The revised Project's transportation facilities were reviewed based on El Dorado County's TIS Guidelines.

Site Circulation/Driveway Locations

The revised Project consists of a gas station and convenience store on the north side of the site with a conveyor-system tunnel car wash along the east side of the convenience store and fueling positions. Vacuum stations for the car wash are located at the tunnel exit in the central area of the revised site, near the right-in, right-out driveway. The south side of the Project site would continue to include the fast-food restaurant with drive-through lane and the strip retail uses as proposed under the approved Project. The retail building would be located along the Forni Road frontage between Missouri Flat Road and Golden Center Drive while the fast-food restaurant and a small 'end cap' retail alongside the restaurant would be located further north. The revised Project would have three access driveways, including one along Road 2233 that would allow full access at Missouri Flat Road; a right-in, right-out driveway along Missouri Flat Road; and a full access driveway at the existing Forni Road/Golden Center Drive intersection.

The site's northern driveway provides access onto Missouri Flat Road via Road 2233. This road is a low volume road that provides access to about five residences. Full access is provided at Missouri Flat Road, and it is expected that southbound site traffic would enter via this access. Retail and fast-food customers may elect to enter via the other driveways. It is expected that customers exiting from these uses to the south may exit using the Road 2233 intersection or may travel through the site and exit via Forni Road.

Traffic arriving from the south or from Forni Road would be expected to use either the right-in, right-out driveway or from the Forni Road driveway. Exiting traffic to the north would be expected to use the right-in, right-out Missouri Flat Road driveway while southbound or westbound traffic would exit onto Forni Road and through the Missouri Flat Road intersection.

The revised Project would be designed to provide the minimum 25-foot throat depth at each of the driveways. The worst on-site queues would occur during the 2040 PM peak hour. At each of the three locations, the outbound queues would be 58 feet or less. The longest queue of 58 feet would occur during the 2040 plus Revised Project scenario for outbound right turns at the Missouri Flat Road/Project Access driveway, right-out driveway, and at the Forni Road driveway. It would be expected that customers exiting the north driveway would be able to queue directly at Missouri Flat Road because Road 2233 is a low volume road.

As with the approved Project, adequate queuing would be available at all driveways although the outbound queues could potentially create short delays for customers exiting the site. Potential impacts associated site circulation/driveway locations for the revised Project are considered less than significant.

Sight Distance

A sight distance analysis was completed for the revised Project driveways at the Forni Road/Golden Center Drive intersection and at the proposed right-in, right-out driveway on Missouri Flat Road. Available sight distance was evaluated using the standards documented in the Caltrans Highway Design Manual (HDM).

Based on the location of the driveways, Minimum Stopping Sight Distance (MSSD) and Corner Sight Distance (CSD) were considered. The MSSD is the distance required for an approaching motorist to identify a hazard and come to a stop. The CSD is the distance needed for an exiting motorist to see approaching vehicles and complete a turning maneuver before that vehicle arrives. According to the HDM, corner sight distances are not applied to urban driveways unless signalized. However, based on the roadway conditions in the Project area, corner sight distance criteria were also reviewed.

Missouri Flat Road Right-In/Right-Out Driveway. The posted speed limit along Missouri Flat Road is 45 mph. The corresponding minimum sight distance standard for this speed is 360 feet. Missouri Flat Road is generally a four-lane roadway. Northbound departing the Forni Road intersection Missouri Flat Road would have three northbound lanes extending to Road 2233 with the revised Project. The third lane would be a deceleration and acceleration lane for revised Project traffic. The lane would end with a mandatory right turn at Road 2233.

The available sight distance at the driveway was investigated from a location of 15 feet from the edge of travel way to determine whether the minimum sight distance requirement of 360 feet can be met. The line-of-sight at the driveway is clear as Missouri Flat Road is straight and level. Looking south from the driveway, the 360-foot minimum standard would be exceeded, and drivers would be able to see approaching traffic beyond the minimum required distance.

According to the HDM, CSD is determined based on the design speed of the major road and the time gap needed to complete the maneuver. For a fuel truck departing the revised Project site and turning north, the required time gap would be 10.5 seconds. With a 45-mph posted speed limit, a CSD of about 695 feet would be required to provide adequate time for combination trucks (truck with one or more trailers attached) to enter northbound Missouri Flat Road before a northbound vehicle arrives. Based on the projected future third lane on Missouri Flat Road, adequate sight distance would be available. However, any landscaping over 2 feet in height and all signage are recommended to be placed outside of the line-of-sight, as recommended in **Mitigation Measure TRANS-2** to reduce driveway conflict to a less-than-significant level.

Forni Road Driveway. This driveway would become a fourth leg of the Forni Road/Golden Center Drive intersection. Forni Road, between Missouri Flat Road and Placerville Drive, is curvy with the road having larger radius curves closest to the Project site. A posted speed limit along Forni Road is not provided along this roadway segment. Therefore, it appears that the roadway has a prima facie speed of 25 mph. The MSSD for a 25-mph roadway is 150 feet. A CSD of 275 feet would be required for a 25-mph roadway. Based on the projected future driveway location, there appears to be over 400 feet of sight distance available. However, any landscaping on the north side of the driveway would be required to be placed outside of the line-of-sight. Because vehicles at this intersection primarily travel between Missouri Flat Road and Forni Road, site improvements (e.g., crosswalk on the north side, sidewalks, no parking zone along Forni Road, which are identified in **Mitigation Measure TRANS-1**) would be required to reduce the number of potential conflicts between pedestrians, particularly students, and motor vehicles, to a less-than-significant level.

Based on the revised Project plan, the drive aisles appear to provide adequate sight distance for site uses. Pedestrian access on the site would generally occur along the Missouri Flat Road and Forni Road

perimeters. Sidewalks would also be provided around the convenience store, as well as the remaining retail uses and fast-food restaurant under the approved Project. However, pedestrian-specific improvements are recommended to be added to the revised Project design, as identified in **Mitigation Measure TRANS-1,** to ensure that onsite traffic movements would not result in a hazard to pedestrians and reduce potential conflicts between pedestrians and motor vehicles to a less-than-significant level.

Parking Requirements

Parking requirements were reviewed to determine needed parking due to the zoning code and requirements relative to projected parking demand of the revised Project. Parking requirements relate to vehicles parked for extended periods of time for employees and customers within the retail uses, as well as short-term parking for the gas station/convenience store and car wash. The El Dorado County parking code does not identify requirements for tunnel car washes; therefore, the rate of 2 spaces per washing stall was used with the tunnel being considered a single stall. Based on the zoning code, 53 parking stalls are required. The revised Project would provide 72 spaces, excluding the 14 vacuum stations for the car wash.

Two design vehicles were reviewed for access to and within the revised Project site. These included a dual tanker fuel truck for the gas station and a CA-Legal truck for the convenience store. An *AutoTurn* assessment was completed for both. Both CA-Legal and fuel tankers would be able to enter the site from southbound Forni Road and exit via the Missouri Flat Road driveway toward US 50. Underground fuel tanks would be positioned in such a way that would allow tanker trucks to off-load fuel while allowing full movements past the gas station and car wash. However, it is recommended that CA-Legal truck access be limited to off-hours because the drive aisle and fueling stations could be blocked while these trucks are loading/unloading, as identified in **Mitigation Measure TRANS-2** to ensure that conflicts related to the drive aisle and fueling stations would be minimized to a less-than-significant level.

Mitigation Measures

The revised Project would result in a potentially significant impact to the Forni Road/Golden Center Drive/Project intersection and to pedestrian safety onsite. Therefore, improvements identified in Mitigation Measures TRANS-1 and TRANS-2 below are recommended.

Mitigation Measure TRANS-1

The project shall implement the following improvements at the Golden Center Drive/Forni Road intersection.

1. Install a high-visibility crosswalk across the east side of the intersection to indicate the preferred crossing location for pedestrians;
2. Install crosswalk signage to indicate pedestrians shall not cross Forni Road at Golden Center Drive, and direct pedestrians to the crosswalk at the intersection of Forni Road and Missouri Flat Road;
3. Install a crosswalk across the Project driveway at the Golden Center Drive/Forni Road intersection;
4. Install a sidewalk along the entire Project frontage on Forni Road;

5. If feasible, the sidewalk along the south side of the Golden Center Drive/Project driveway intersection should be wrapped into the site to provide direct access to the convenience store entrance from Forni Road (the site plan shows a pathway/sidewalk constructed connecting the proposed pedestrian crossing on the north side of Golden Center Drive into the Project site, which provides access past the car wash and to the fast food restaurant);
6. Install a No Parking Zone along the Forni Road Project frontage to maximize sight distance at the driveway;
7. Coordinate with the County to conduct a speed survey to identify an appropriate posted speed limit along Forni Road in the Project vicinity (the roadway is not currently signed which may confuse motorists as to the prima facie speed, signs in advance of the Herbert Green Middle School provide a 25-mph speed limit when children are present);
8. Install rapid school zone flashing beacon signs at the northern and southern limits of the school speed zone consistent with section 4L.101 of the *California Manual on Uniform Traffic Control Devices, 11th Edition* (MUTCD); and
9. Install flexible channelizers along the centerline of Forni Road between Golden Center Drive and the school driveway to the north. Flexible channelizers shall be consistent with Section 3H.01 *Channelizing Devices* of the *California MUTCD*.

Mitigation Measure TRANS-2

The following on-site improvements shall be constructed:

1. Install a crosswalk at the fast-food drive-through entrance to provide pedestrian access across the site to Forni Road;
2. Limit landscaping adjacent to any driveways, conveyor-system entrances and exits to vegetation no higher than 2 feet to provide visibility at key locations;
3. Install a stop sign with limit line at the car wash conveyor-system exit;
4. Limit truck access to off-hours as the drive aisle/fueling stations/vacuum spaces could be blocked while trucks are loading/unloading;
5. Install “Do Not Block” markings and/or signage at internal intersections where one-way traffic flow is present;
6. Add center line striping at the driveway and on Road 2233 between the north driveway and Missouri Flat Road; and
7. Plant low lying vegetation in the west corner of the Road 2233 / Project Driveway intersection.

Implementation of recommended **Mitigation Measures TRANS-1** and **TRANS-2** would reduce potential impacts related to the Forni Road/Golden Center Drive/Project intersection and pedestrian safety (onsite and offsite) to a less-than-significant level.

Impact 4: Result in inadequate emergency access

Approved Project

The previous EIR identified that the primary access to the Project site would be from encroachments onto Missouri Flat Road, Forni Road, and Road 2233. Each of these roads are maintained by El Dorado County. The Diamond Springs-El Dorado Fire Protection District (Fire District) and the El Dorado County Transportation Division (TD) previously reviewed the approved Project's on-site and off-site access and circulation. The Fire District found the proposed driveway circulation plans to be adequate for safe emergency ingress/egress and access width and surfacing. The TD recommended conditions of approval to assure the three encroachments would be constructed to County standards for size, line-of-sight, turn-lane safety, and surfacing. These improvements were considered sufficient to address the additional impacts to the road systems including emergency access to a less-than-significant level.

Revised Project

The Fire District reviewed the revised Project and provided comments regarding the ability to provide the Project site with fire and emergency medical services consistent with the El Dorado County General Plan, State Fire Safe Regulations, and the California Fire Code (CFC) (2016 Title 24, Part 9, California Fire Code) as amended locally. The Fire District identified parking restrictions (e.g., signed and marked with red curbs as described in the El Dorado County Regional Fire Protection Standard titled "No Parking-Fire Lane," paint red and mark every 25 feet "No Parking - Fire Lane" curbs in the parking lot(s) that are not designated as parking spaces). The Fire District also requires inclusion of a Fire sheet plan in the revised Project's improvement plans that shows or lists all requirements from the Fire Department as they relate to design of the Project site (e.g., fire lanes, hydrants, turning radius of all turns, slope percentages, two points of egress for the public and emergency personnel).

The revised Project would be required to construct encroachment improvements and turn lanes to ensure public safety and adequate emergency vehicle circulation for the Project site. Because the revised Project would comply with all encroachment and access requirements, impacts related to inadequate emergency access would be **less than significant**.

4.0 Effects Found Not to Be Significant

Section 15128 of CEQA Guidelines requires that an EIR contain a brief statement disclosing the reasons why various possible significant effects of a proposed project were found not to be significant and, therefore, would not be discussed in detail in the EIR. For this SEIR, the discussion in Section 4.1, Effects Adequately Analyzed in the Creekside Plaza FEIR, details issue areas that were found not to require additional detailed analysis from that provided in the Creekside Plaza FEIR. It is noted that Noise and Transportation and Traffic were the only environmental issue areas with the potential to be inconsistent with the significance conclusions and/or mitigation identified in the Creekside Plaza FEIR.

4.1 Effects Adequately Analyzed in the Creekside Plaza FEIR

As described in Chapter 4.0, the following issue areas were found to be within the scope of impacts analyzed in the Creekside Plaza FEIR and are addressed briefly in the following subchapters:

- Aesthetics, Light, and Glare
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural (and Tribal Cultural) Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfires

4.1.1 Aesthetics, Light, and Glare

Creekside Plaza FEIR

The approved Project's impacts to aesthetics, light, and glare were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. As such, a discussion of impacts related to aesthetics, light, and glare was included in Section 7, Effects Found Not to Be Significant or Less Than Significant, of the Creekside Plaza FEIR, which stated that the Project site and vicinity were not identified by the County as a scenic view or resource or located near any roadway that is classified as a State Scenic Highway. Therefore, the Creekside Plaza FEIR determined that the approved Project would have no impact related to scenic highways.

The Creekside Plaza FEIR concluded the approved Project would not significantly degrade the visual character or quality of the site and its surroundings in ways not anticipated for lands designated by the General Plan for commercial land uses. The approved Project was considered consistent with the visual character of other commercial developments along Missouri Flat Road and with the Missouri Flat Design Guidelines. Therefore, the Creekside Plaza FEIR determined that the approved Project would have a less-than-significant impact related to visual character or quality of the Project site.

The Creekside Plaza FEIR also concluded lighting associated with the approved Project would comply with the Missouri Flat Development Guidelines by establishing lighting fixtures of 15 feet. In addition, the approved project would also be required to comply with the County Zoning Ordinance Chapter 130.34, Outdoor Lighting, which requires the approved Project to utilize hooded or screened lighting to direct the source of light downward and focus it only on the project site. Therefore, the Creekside Plaza FEIR determined that the approved Project would have a less-than-significant impact related to light and glare.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would change views of the northernmost portion of the Project site from office and retail space proposed in a two-story building to a gas station, convenience store, and car wash. The revised uses would continue to be consistent with the visual character anticipated for lands designated by the General Plan for commercial land uses. In addition, as with the approved Project, the revised Project would be required to comply with the County Zoning Ordinance Chapter 130.34, Outdoor Lighting, which requires the revised Project to utilize hooded or screened lighting to direct the source of light downward and focus it only on the Project site.

Impacts to aesthetics, light, and glare would be substantially similar to those identified for the approved Project. The revised Project's impacts to aesthetics, light, and glare would be less than significant and are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to aesthetics, light, and glare would result from implementation of the revised Project, no mitigation measures are required.

4.1.2 Agricultural and Forestry Resources

Creekside Plaza FEIR

The approved Project's impacts to agricultural and forestry resources were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. As such, a discussion of impacts related to agricultural and forestry resources was included in Section 7, Effects Found Not to Be Significant or Less Than Significant, of the Creekside Plaza FEIR, which identified the Project site to contain soils that are classified as unique and soils of local importance but not as statewide important farmland or prime farmland. In addition, the Project site is designated for commercial uses and is not located within or adjacent to lands designated with the Agricultural Districts (A) General Plan Land Use Overlay. In addition, the Project site is not under a Williamson Act contract and is not an important Timberland Preserve Zone.

Therefore, the Creekside Plaza FEIR determined that the approved Project would have no impact related to agricultural and forestry resources.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would not change any site conditions previously identified for the approved Project. Therefore, conclusions made regarding impacts to agricultural and forestry resources would be substantially similar to those identified for the approved Project, and, as such, the revised Project would have no impact related to agricultural and forestry resources. The revised Project's lack of impacts to agricultural and forestry resources are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no impact to agricultural and forestry resources would result from implementation of the revised Project, no mitigation measures are required.

4.1.3 Air Quality

Creekside Plaza FEIR

The following discussion provides an analysis of the approved Project's air quality impacts discussed in the Creekside Plaza FEIR.

Conflict With or Obstruct Implementation of an Applicable Air Quality Plan

The applicable air quality plan for the Project site is the Sacramento Area Regional Nonattainment Plan. This plan provides the Sacramento region's strategy for achieving the 2008 federal 8-hour ozone standard. An air quality analysis was prepared to determine if approved Project emissions would exceed El Dorado County Air Quality Management District's (EDCAQMD) quantitative thresholds of significance. The analysis found that the approved Project would not exceed any EDCAQMD threshold of significance.

The air quality plan assumptions used to predict attainment of the ozone standard were used to determine if the emissions generated by the approved Project can be accommodated within the air quality plan's growth projections. The approved Project would designate a portion of the site previously designated for development as Open Space Planned Development, thereby prohibiting any future development under the General Plan designation. Because the approved Project would result in fewer emissions than projected under the air quality plan, and the other planned uses are consistent with the uses planned for in the El Dorado County General Plan, the approved Project would be consistent with the applicable air quality plan.

Control measures contained in the air quality plan were reviewed to determine if the approved Project would comply with applicable measures. The Sacramento Area Regional Ozone Attainment Plan includes reasonably available control technology (RACT) and reasonably available control measures (RACM) that meet U.S. Environmental Protection Agency (USEPA) requirements. RACT applies to stationary sources, and RACM applies to areawide sources and mobile sources. The air quality plan also includes transportation control measures (TCM), which are administered by the Sacramento Area Council of Governments (SACOG). The TCMs include Intelligent Transportation System (ITS) projects, park and ride

lots/transit centers, transit service funding programs, and outreach programs. It was determined that RACTs, RACM, and TCMs do not apply to the approved Project.

Therefore, based on review of criteria used to determine conformity with the applicable air quality plan, the Creekside Plaza FEIR concluded that the approved Project would result in a less-than-significant impact related to the implementation of air quality plans.

Short-Term Construction Emissions

Short-term impacts will occur during site grading and construction of the approved Project. Construction of the approved Project, including the operation of construction equipment and construction-worker commute vehicles, would temporarily generate criteria pollutant emissions, including reactive organic gases (ROG), carbon monoxide (CO), nitrogen oxides (NOx), particulate matter with diameter 10 microns or less (PM_{10}), and particulate matter with diameter 2.5 microns or less ($PM_{2.5}$) emissions. Criteria pollutant emissions of ROG and NOx from these emissions sources would incrementally add to regional atmospheric loading of ozone precursors during the construction period.

The Creekside Plaza FEIR determined that the estimated one-year construction period would not generate emissions that would exceed the EDCAQMD's ROG and NOx threshold of 82 pounds per day. Further, as discussed in the Guide to Air Quality Assessment (EDCAQMD 2002), if ROG and NOx emissions are below the threshold (based on fuel use), then CO and PM_{10} exhaust emissions from construction equipment and exhaust emissions of all constituents from worker commute vehicles may also be deemed less than significant. As such, no additional analysis was warranted for those pollutants. Therefore, the Creekside Plaza FEIR concluded that potential impacts resulting from ROG, NOx, CO, and PM emissions would be less than significant.

As related to fugitive dust emissions, the EDCAQMD Guide to Air Quality Assessment considers construction-related fugitive dust emissions less than significant if mitigation is part of a project or a mandatory condition of a project. To make this finding, the approved Project was required to commit to implementing fugitive dust control measures sufficient to prevent visible dust beyond the project property lines. The Creekside Plaza FEIR recommended implementation of Mitigation Measure AIR-2 to ensure that emissions of fugitive dust generated during construction of the approved Project would be controlled to the extent feasible. With implementation of Mitigation Measure AIR-2, potential impacts related to fugitive dust emissions during construction activities of the approved Project were considered to be less than significant.

Long-Term Operational Emissions

Long-term air quality impacts would occur during operation of the approved Project. The main source of air pollutant emissions would involve off-site motor vehicles traveling on roads surrounding the approved Project. According to the Creekside Plaza FEIR, the criteria pollutants of greatest concern for the Project area were ozone, PM_{10}, and $PM_{2.5}$.

Over the long term, the approved Project would result in an increase in emissions, primarily due to related motor vehicle trips. On-site stationary sources and area sources would result in lesser quantities of criteria pollutant emissions. Operational emissions in the year 2018 for the approved Project were calculated

using California Emissions Estimator Model (CalEEMod) and traffic data. The estimated operational air emissions were based on 2,265 average daily traffic trips generated by a 30,560-square-foot commercial development.

Based on the estimates, operational air emissions of criteria pollutants generated by the approved Project would not exceed the EDCAQMD thresholds for the ozone precursors ROG and NOx. Therefore, ozone impacts were determined to be less than significant.

The EDCAQMD also considers development projects of the type and size that fall below its significance "cut-off point" (62,000 square feet for a shopping center) for operational ROG and NOx emissions to also be insignificant for operational CO and PM_{10} emissions. The approved Project was approximately 50 percent the project size that the EDCAQMD would deem likely to result in potentially significant operational ROG or NOx emissions, and the modeling results confirmed that long-term operation of the approved Project would not exceed applicable thresholds for ROG and NOx. Therefore, the EDCAQMD would also consider CO and PM_{10} operational emissions to be less than significant.

Cumulative Air Quality Impacts

The cumulative criteria pollutants of concern include ozone, PM_{10}, and $PM_{2.5}$. Ozone is not emitted directly into the air but is a regional pollutant formed by a photochemical reaction in the atmosphere. Ozone precursors (VOC, NOx) react in the atmosphere in the presence of sunlight to form ozone. If an area is in nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically exceeded the ambient air quality standard. It follows that if a project exceeds the regional threshold for that nonattainment pollutant, then it would result in a cumulatively considerable net increase of that pollutant and result in a significant cumulative impact. The Project area is in nonattainment for ozone, PM_{10}, and $PM_{2.5}$. Therefore, if the project exceeds the regional thresholds for PM_{10}, $PM_{2.5}$, or any of the ozone precursors (NOx or VOC), then it would contribute to a cumulatively considerable impact for those pollutants.

As discussed above, the approved Project would not exceed the EDCAQMD significance criteria during short-term construction after implementation of fugitive dust control measures or during long-term operations. The approved Project would comply with the existing air quality plans and all applicable air district rules and regulations. Other cumulative projects would also be expected to demonstrate their consistency and provide for mitigation measures as necessary. Therefore, the Creekside Plaza FEIR determined that construction and operation of the approved Project would not result in a cumulatively considerable increase of criteria pollutant emissions, and impacts were determined to be less than significant.

Impacts to Sensitive Receptors

According to the Creekside Plaza FEIR, impacts to sensitive receptors were considered localized impacts where the potential for adverse air quality impacts increases as the distance between the source of emissions and members of the public decreases. Dispersion of pollutants in the atmosphere would result in decreased concentrations with distance to the point where the emissions cannot be differentiated from background concentrations. While impacts on all members of the population should be considered, impacts on sensitive receptors were of particular concern.

According to the Creekside Plaza FEIR, the EDCAQMD considers fugitive dust impacts from projects that implement standard dust control measures (required in Mitigation Measure AIR-2) to be less than significant. Therefore, the localized impacts from the approved Project's fugitive dust generated during construction were determined to be less than significant.

CO is a localized pollutant of concern and localized CO hotspots can occur near road intersections with congestion and high traffic volumes. The approved Project's traffic study found that no significant reductions in LOS would occur. Therefore, a CO hotspot would not occur, and mobile-source emissions of CO would not result in or contribute substantially to an air quality violation. Lastly, construction activities would not emit CO in quantities that could pose health concerns. Short-term construction and long-term operational mobile-source impact of the approved Project on CO concentrations were determined to be less than significant.

The greatest potential for toxic air contaminant (TAC) emissions was determined to be related to diesel particulate matter (DPM) emissions from heavy equipment and diesel truck operations.

The approved Project would not include land uses identified in the California Air Resources Board (CARB) Land Use Air Quality Handbook as facilities that emit pollutants of concern for TAC impacts on sensitive receptors (CARB 2005). Short-term increases in diesel exhaust emissions associated with construction of the approved Project were determined to be insignificant over the 70-year health risk assessment period based on the short-term (1-year) duration of construction activities and the distance to the nearest sensitive receptors. Therefore, the Creekside Plaza FEIR, the approved Project would not expose sensitive receptors in the vicinity to substantial pollutant concentrations, and impacts were found to be less than significant with implementation of Mitigation Measure AIR-2.

Objectionable Odors

According to the Creekside Plaza FEIR, odor impacts are based on the location of the sensitive receptors in proximity to sources of odors. A project can be a generator of odors, and, therefore, concern would be focused on what sensitive receptors are already in the proximity of the proposed project. A project can also be a new sensitive receptor that could be affected by sources of existing air pollution or odors.

Diesel exhaust and ROGs would be emitted during construction of the approved Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site and would be temporary. Therefore, construction of the approved Project was determined to not create objectionable odors that would affect a substantial number of people.

Types of land uses that typically pose potential odor problems include agriculture, wastewater treatment plants, food processing and rendering facilities, chemical plants, composting facilities, landfills, waste transfer stations, and dairies. The approved Project would not include any of these similar land uses. Therefore, the approved Project was determined to not create objectionable odors that would affect a substantial number of people, and, as such, odor impacts were determined to be less than significant.

Analysis of Revised Creekside Plaza Environmental Effects

Conflict With or Obstruct Implementation of an Applicable Air Quality Plan

The revised Project would not change any previously identified site conditions identified for the approved Project. The applicable air quality plan for the revised Project would continue to be the Sacramento Area Regional Nonattainment Plan. Therefore, conclusions made regarding impacts related to conformity with the applicable air quality plan would be substantially similar to those identified for the approved Project. The revised Project's impacts related to the implementation of the air quality plan(s) would be less than significant and are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Short-Term Construction Emissions

As with the approved Project, short-term impacts would occur during site grading and construction of the revised Project. Construction of the revised Project, including the operation of construction equipment and construction-worker commute vehicles, would temporarily generate ROG, CO, NOx, PM_{10}, and $PM_{2.5}$ emissions. Criteria pollutant emissions of ROG and NOx from these emissions sources would continue to incrementally add to regional atmospheric loading of ozone precursors during the construction period.

Because construction activities would be similar to those under the approved Project and would continue to have an estimated one-year construction period, the revised Project would also not generate emissions that exceed the EDCAQMD's ROG and NOx threshold of 82 pounds per day. In addition, ROG and NOx emissions would continue to be below EDCAQMD's threshold (based on fuel use), and, therefore, CO and PM_{10} exhaust emissions from construction equipment and exhaust emissions of all constituents from worker commute vehicles would continue to be deemed less than significant. As with the approved Project, the revised Project's potential impacts resulting from ROG, NOx, CO, and PM emissions would be less than significant.

As related to fugitive dust emissions, the revised Project would also implement fugitive dust control measures sufficient to prevent visible dust beyond the project property lines. Specifically, actions recommended in Mitigation Measure AIR-2 of the Creekside Plaza FEIR would apply to the revised Project. With implementation of Mitigation Measure AIR-2, potential impacts related to fugitive dust emissions during construction activities of the revised Project would remain less than significant and are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Long-Term Operational Emissions

As with the approved Project, long-term air quality impacts would occur during operation of the revised Project. The main source of air pollutant emissions would involve off-site motor vehicles traveling on roads surrounding the Project site. Over the long term, the revised Project would result in an increase in emissions, primarily due to related motor vehicle trips.

The revised Project is estimated to generate 1,865 average daily trips, which would be approximately 200 daily trips less than the approved Project. Because it was determined that long-term operation of the approved Project (based on average daily traffic trips) would not exceed applicable thresholds for ROG and NOx, the revised Project's reduced number of average daily traffic trips would also not exceed applicable thresholds for ROG and NOx. Based on this assumption, the revised Project's ozone impacts and CO and PM_{10} operational emissions would also be less than significant and are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Gasoline Dispensing Facilities

Pursuant to the Clean Air Act, including Title V, the EDCAQMD provides regulatory oversight to projects using any equipment that may cause air pollution. The EDCAQMD reviews equipment design and inspects the installed equipment to ensure all regulations are met for the revised Project and issues authority to construct and permit to operate following confirmation of compliance. The revised Project would be required to obtain the appropriate authority to construct permit and permit to operate for a gasoline dispensing facility from the EDCAQMD. Toxic emissions from gasoline dispensing facilities are proportional to the amount of gasoline dispensed at the facility.

The EDCAQMD regulates gasoline dispensing facilities through Rule 238, Gasoline Transfer and Dispensing, which applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler, and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank. The rule also requires implementation, maintenance and testing of the Best Available Control Technologies (BACTs) to minimize toxic air contaminant (TAC) emissions and the resulting public health risks from the facility.

The BACTs for gasoline dispensing facilities are vapor recovery systems to collect gasoline vapors that would otherwise escape into the atmosphere. Gasoline vapor emissions at gasoline dispensing facilities are controlled in two phases. Phase I vapor recovery collects vapors displaced from underground storage tanks when a cargo tank truck delivers gasoline to a gasoline dispensing facility. Phase II vapor recovery collects vapors displaced during the transfer of gasoline from a dispensing nozzle to a vehicle, fuel container, or gasoline-powered equipment; and the storage of gasoline at a gasoline dispensing facility. The CARB regulations establish standards for the level of emissions control vapor recovery systems must achieve during the transfer and storage of gasoline. The EDCAQMD requires the dispensing unit used to transfer the gasoline to be equipped with a CARB-certified enhanced vapor recovery (EVR) system capable of recovering or processing displaced gasoline vapors. The revised Project would be required to implement Phase I EVR and Phase II EVR systems (with an in-station diagnostic (ISD) system) meeting the latest CARB performance standards.

Health Risk Assessment

Potential health risks to nearby sensitive receptors from the emission of TACs during operations at the revised Project's gas station were analyzed in accordance with the CARB's *Gasoline Service Station Industrywide Risk Assessment Technical Guidance*, CARB's *Revised Emission Factors for Gasoline Marketing Operations at California Gasoline Dispensing Facilities*, California Air Pollution Control Officers Association's (CAPCOA) *Gasoline Service Station Industrywide Risk Assessment Guidelines*, and Office of Environmental Health Hazard Assessment's (OEHHA) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (refer to Appendix E).

The TAC content in gasoline is dependent on regulated formulations. California has a summer and a winter formulation, with the summer formulation having higher a TAC content. In accordance with the CARB technical guidance, chronic (long-term) health effects were analyzed assuming an average annual TAC content based on 59.2 percent summer formulation and 40.8 percent winter formulation. Acute (short-term) health effects were analyzed assuming the highest TAC content in the summer formulation.

To develop risk isopleths (linear contours showing equal level of risk), receptors were placed in a cartesian grid 500 meters by 500 meters (approximately 1,640 feet by 1,640 feet), centered on the Project site with a grid spacing of 33 feet and a receptor height four feet above the ground. To ensure the area of maximum off-site impact was captured, receptors were placed along the project site boundary at 33 feet intervals. Additional discrete receptors were placed at the closest primary outdoor spaces for four locations at the Herbert C. Green Middle School, the nine closest residential properties, and the six closest existing worker buildings.

Adverse health effects resulting from localized concentrations of TACs were calculated using CARB's Hotspots Analysis and Reporting Program (HARP), Air Dispersion Modeling and Risk Tool (ADMRT). The ADMRT calculated ground-level concentrations of each TAC. The latest cancer potency factors, non-cancer chronic Reference Exposure Limits (RELs), acute RELs, exposure paths, and target organ or system for all TACs designated by CARB are included in the ADMRT. For the residential cancer risk, an exposure duration of 30 years was selected in accordance with the OEHHA guidelines. The model conservatively assumes that residents would be standing and breathing outdoors at the location of the outdoor use space (e.g., backyard or front yard) closest to the gas station every day between 17 and 21 hours per day (depending on the age group, starting with infants in utero in the third trimester of pregnancy) for 30 years. For student cancer risk, an exposure duration of four years, starting at age group 10 years old (corresponding to the student population served by the Herbert C. Green Middle School), was selected with an assumption of eight hours per day, five days per week of exposure while standing outside with moderate intensity breathing rates. For off-site worker cancer risk, an exposure duration of 25 years was selected with an assumption of eight hours per day, five days per week of exposure while standing outside with moderate intensity breathing rates.

A TAC may have of developing cancer from that exposure beyond the individual's risk of developing cancer from existing background levels of TACs in the ambient air. For context, the average cancer risk from TACs in the ambient air for an individual living in an urban area of California is 830 in 1 million (refer to Appendix E). Cancer risk estimates do not mean, and should not be interpreted to mean, that a person will develop cancer from estimated exposures to toxic air pollutants.

Calculations for the revised Project show that the incremental increased cancer risks would not exceed the EDCAQMD threshold of 10 in 1 million and the chronic and acute hazard indices would not exceed the EDCAQMD threshold of 1 (refer to Appendix E). Therefore, community health effects resulting from exposure to TAC emissions from long term operation of the proposed retail gasoline dispensing facility would not exceed the EDCAQMD thresholds at the maximum proposed permitted throughput of 12 million gallons per year, and long-term operation of the proposed gas station would not expose of sensitive receptors to substantial TAC concentrations. In addition, compliance of the revised Project with the requirements of the EDCAQMD would ensure that the operation of the gasoline dispensing facility would not result in significant impacts related to health risk associated with TAC emissions.

Mitigation Measures

Applicable Creekside Plaza FEIR Mitigation Measures

AIR-2 Pre-construction Survey Required

Reduce Construction-related Emissions of Fugitive Dust. The developer shall comply with all applicable provisions of El Dorado County Air Quality Management District Rule 223-1 rules and regulations and shall require the contractor to submit a Fugitive Dust Plan that includes best management practices from Rule 223-1 Tables 1 through 4. The Dust Plan shall include the following key elements:

- Construction and earthmoving activities
- Bulk material handling
- Removal and prevention of trackout

References used:

El Dorado County Air Pollution Control District, 2001. *Rule 238 – Gasoline Transfer and Dispensing*. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/technology-clearinghouse/rules/RuleID825.pdf (Accessed December 28, 2022).

4.1.4 Biological Resources

Creekside Plaza FEIR

Candidate, Sensitive, or Special-Status Species

According to the Creekside Plaza FEIR, the Project site habitat types consist of approximately 0.7 acre of ruderal vegetation, 2.5 acres of foothill woodland, and 1.1 acres of riparian area and that the Project site is not located within designated critical habitat or core areas for the red-legged and yellow-legged frog species or an area known to contain listed rare plant species.

Fourteen special-status plant species and nine special-status wildlife species were identified as occurring in the Project vicinity; however, there likelihood for these plant and wildlife species to occur on-site is either none or unlikely because of the absence of suitable habitat or substrates.

The approved Project would include a habitat modification to a portion of the 0.50-acre of waters of the U.S. on-site. The U.S. Army Corps of Engineers (USACE) issued a Preliminary Jurisdictional Determination for the approved Project. Through implementation of the USACE, California Department of Fish and Wildlife (CDFW), Central Valley Regional Water Quality Control Board (RWQCB), and El Dorado County requirements, impacts to the wetland habitat was determined not to be significant.

Overall, the Creekside Plaza FEIR determined that the approved Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, and regulations or by the CDFW or USFWS through compliance with regulatory requirements, and impacts would be less than significant.

Riparian Habitat, Sensitive Natural Community, or Federal Wetlands

According to the Creekside Plaza FEIR, the Project site contains approximately 1.1 acres of riparian habitat, 0.50 acre of which was identified as waters of the U.S. The Creekside Plaza FEIR identified the unnamed tributary to Weber Creek within the Project site boundaries and associated riparian habitat and oak woodland as potential important habitats.

A wetland delineation prepared for the approved Project determined that portions of the development would occur within the 50-foot setback riparian area for construction and installation of the retaining walls and parking areas. In addition, the approved Project would fill approximately 300 feet of the identified intermittent stream and associated riparian area. As such, the Creekside Plaza FEIR concluded that the approved Project had the potential to adversely affect water quality downstream, both during construction and during operation.

The Creekside Plaza FEIR recommended Mitigation Measures BIO-2, BIO-3, and BIO-4 to reduce or avoid potential impacts to the bed, bank, and channel of a stream, including adjacent riparian habitat.

Implementation of Mitigation Measure BIO-2 would require the Project owner to obtain a Streambed Alteration Agreement from CDFW, if applicable, for each stream crossing and any other activities affecting the bed, bank, or associated riparian vegetation of any stream on the site. Implementation of Mitigation Measure BIO-3 would require the Project owner to request authorization from USACE through the Section 404 Permit process prior to placement of fill material in on-site waters of the U.S. Implementation of Mitigation Measure BIO-4 would require the Project owner to obtain a Water Quality Certification, Section 401 permit, if applicable, from the RWQCB for Project site improvements. With implementation of these mitigation measures, the Creekside Plaza FEIR determined that the approved Project would have a less-than-significant impact related to riparian habitat, sensitive natural community, and wetlands.

Native Resident, Migratory Fish or Wildlife Species, Wildlife Movement, Corridors, Nursery Sites

According to the Creekside Plaza FEIR, a review of the CDFW California Wildlife Habitat Relationship System indicated that there are no mapped critical deer migration corridors on the Project site. In addition, the Creekside Plaza FEIR determined that the approved Project would not substantially interfere with the movement of any native resident, migratory fish, or wildlife species; would not interfere with any established native resident or migratory wildlife corridors; and would not impede the use of wildlife nursery sites. However, the Creekside Plaza FEIR recommended Mitigation Measure BIO-1 to reduce or avoid impacts to nesting raptors and migratory birds during construction of the approved Project. Implementation of Mitigation Measure BIO-1 would require a pre-construction survey for active bird nests to be conducted no more than 15 days prior to initiation of ground-disturbing activities by a qualified biologist. With implementation of this mitigation measure, the Creekside Plaza FEIR determined that the approved Project would have a less-than-significant impact related to nesting raptors and migratory birds.

Local Biological Resources

El Dorado County Code and General Plan Policies pertaining to the protection of biological resources include protection of rare plants, setbacks to riparian areas, and mitigation of impacted oak woodlands. As indicated in the Creekside Plaza FEIR, the Project site does not support plants or animals identified as threatened, endangered, or of special status on both the federal and state lists. In addition, the on-site wetlands were identified to be seasonal in nature. With the incorporation of Best Management Practices (BMPs) and Mitigation Measures BIO-2 through BIO-5 to minimize impacts to on-site wetlands, the Creekside Plaza FEIR determined that the approved Project was consistent with County Zoning Ordinance Section 130.30.030.G and that impacts would be less than significant.

The Creekside Plaza FEIR identified the Project site as containing 0.78 acre, or 18.1 percent, oak canopy. The County's General Plan Biological Resources Policy Update and Oak Resources Management Plan (ORMP) established an in-lieu mitigation fee to mitigate impacts to oak woodland areas and individual oak trees and adopted an Oak Resources Conservation Ordinance. The ORMP identifies standards for oak woodland and native oak tree impact determination, mechanisms to mitigate impacts, technical report submittal requirements, minimum qualifications for technical report preparation, mitigation monitoring and reporting requirements, and projects or actions that are exempt from mitigation requirements. The ORMP also establishes an in-lieu fee payment option for impacts to oak woodlands and individual native oak trees.

An Oak Canopy Cover Analysis was prepared for the approved Project and concluded it would remove approximately 53.8 percent of on-site oak canopy. However, the Oak Canopy Cover Analysis only focused on differentiating the oak woodland canopy from other woody vegetation on the Project site. Because the Project would impact on-site oak woodlands and would need to comply with the ORMP, the Creekside Plaza FEIR concluded that an updated Project-specific technical report and a mitigation plan addressing impacts to oak woodlands must be prepared and approved by the County, as recommended in Mitigation Measure BIO-5 to ensure potential impacts to oak woodlands remain less than significant.

Habitat, Natural Community, or Other Conservation Plan

According to the Creekside Plaza FEIR, the approved Project, as designed, would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan and determined that impacts would be less than significant.

Analysis of Revised Creekside Plaza Environmental Effects

An updated assessment of biological resources and oak resources was conducted for the revised Project (refer to Appendix F). The updated biological resources assessment was conducted to determine if there are any changes to known special-status species in the region. The updated oak resources assessment revises the previous reporting of oak resources on the Project site and to conform to the provisions of El Dorado County Ordinance No. 5061 and the El Dorado County Oak Resource Management Plan (ORMP).

Candidate, Sensitive, or Special-Status Species; Riparian Habitat, Sensitive Natural Community, or Federal Wetlands; and Native Resident, Migratory Fish or Wildlife Species, Wildlife Movement, Corridors, Nursery Sites

The updated assessment of biological resources identified species that were not noted in the previous analyses; however, the updated assessment also determined that these newly noted species have no suitable habitat in the Project area. Other than maturing woody vegetation, the Project area is essentially unchanged from the previous evaluation. Similarly, the aquatic resources remain unchanged, and the on-site oak trees are larger. The updated biological resources assessment concluded the new information discovered during the analysis does not affect previous findings in the Creekside Plaza FEIR. The recommended Mitigation Measures BIO-1 through BIO-4 would also apply to the revised Project. Therefore, the revised Project's impacts to candidate, sensitive, or special-status species; riparian habitat,

sensitive natural community, or federal wetlands; and native resident, migratory fish or wildlife species, wildlife movement, corridors, nursery sites would be less than significant and are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Local Biological Resources

The updated assessment of oak resources presents information and recommendations on the existing oak resources on the Project site, including the extent and location of oak woodlands, individual native oak trees, and the presence of heritage trees. The updated assessment identifies and quantifies the revised Project's impacts to oak resources as defined in the Oak Resources Conservation Ordinance and the ORMP. The updated assessment also recommends measures identifying how specific oak trees and woodlands and those retained should be protected during development and related work consistent with the requirements of the ORMP.

The updated oak resources assessment identified a total of approximately 3.58 acres of Blue Oak - Foothill Pine Woodland on the Project site. The updated oak resources assessment also identified a riparian component of approximately 1.52 acres, embedded in the Blue Oak – Foothill Pine Woodland, associated with the intermittent stream corridor and wetland swale originating at a culvert outfall from under Missouri Flat Road into the site. No individual native oak trees were mapped outside of the Blue Oak - Foothill Pine Woodland component, and no heritage trees were identified on the Project site.

The revised Project would impact approximately 2.44 acres of Blue Oak - Foothill Pine Woodland (68 percent of the total woodland on-site) and would avoid approximately 1.14 acres. Because oak resources were found on the Project site and the revised Project site would remove blue oak-foothill pine woodland, impacts to oak resources are considered potentially significant.

The ORMP presents a variety of options for mitigation of impacts to oak resources, including payment of in-lieu fees, establishment of conservation easements with on-site replacement planting, and County-approved off-site mitigation. To reduce the revised Project's impacts to oak resources to a less-than-significant level, Mitigation Measure BIO-6 recommended. Therefore, revised Project's impacts to local biological resources, including oak resources, would be less than significant and are consistent with the impact determination in the Creekside Plaza FEIR.

Habitat, Natural Community, or Other Conservation Plan

As with the approved Project, as designed, the revised Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and, as such, impacts would be less than significant and are consistent with the impact determination in the Creekside Plaza FEIR.

Mitigation Measures

Applicable Creekside Plaza FEIR Mitigation Measures

BIO-1 Pre-construction Survey Required

If vegetation removal is conducted within the nesting period for most migratory bird species and nesting raptor species (between March 1 and August 15), a pre-construction survey for active bird nests shall be

conducted no more than 15 days prior to initiation of ground-disturbing activities by a qualified biologist. If vegetation removal activities are delayed or suspended more than one month after the pre-construction survey, the area shall be re-surveyed. If active bird nests are identified, vegetation removal in these areas shall be postponed until after the nesting season, or a qualified biologist has determined the young have fledged and are independent of the nest site. No known active nests shall be disturbed without a permit or other authorization from the United States Fish and Wildlife Service or the California Department of Fish and Wildlife.

BIO-2 Streambed Alteration Agreement

A Streambed Alteration Agreement, pursuant to Fish and Game Code 1602, shall be obtained by the applicants, from the California Department of Fish and Wildlife (CDFW), if applicable, for each stream crossing and any other activities affecting the bed, bank, or associated riparian vegetation of any stream on the site. Appropriate mitigation measures shall be developed in coordination with CDFW in the context of the agreement process. Authorization prior to placement of any fill is required from the United States Army Corps of Engineers (USACE) if any impacts are proposed to jurisdictional riparian habitat. This authorization may require mitigation as deemed necessary by the USACE. The Agreement shall address the following to the satisfaction of the CDFW:

a. The applicant will purchase credits in the National Fish and Wildlife Foundation Fund for impacts to the stream and riparian habitat. Credits will be obtained at a minimum ratio of 1:1. This must be done before County permits are issued.

b. The applicant will:

    i. Set aside the unimpacted portion of the stream and adjacent riparian habitat (approximately 0.9 acre) in a separate legal parcel;

    ii. Place the preserved parcel in a Conservation Easement;

    iii. Obtain an approved 501(c)(3) non-profit organization to hold the Conservation Easement;

    iv. Provide a Long-term Operations and Management Plan describing activities for managing the preserved parcel, and

    v. Provide a long-term funding mechanism to be approved by the Department of Fish and Wildlife.

    vi. Provisions a. through e. must be completed before County permits are issued.

c. The applicant will provide an approved restoration plan for riparian planting. Elements of that plan will include:

    i. A map of locations and species for the plants installed in the restoration area;

    ii. A discussion of performance standards stating that 80 percent of the planted trees will be alive at the end of the five-year monitoring;

iii. The method for determining whether plantings are alive at the end of each monitoring year (that is, each tree will be counted and determined to be dead or alive; dead trees will be replanted)

iv. A discussion of contingency measures that could be used in the event that the restoration plantings fail. These measures could include, but are not limited to, making additional plantings and extending the monitoring period or purchasing additional credits in an acceptable fund or mitigation bank.

v. Submission of annual reports for the restoration project to the CDFW.

vi. This plan must be approved by the CDFW before County permits are issued.

BIO-3 Wetland Delineation Verification

Prior to placement of fill material in on-site waters of the U.S., the applicants shall request authorization from the U.S. Army Corps of Engineers (USACE) through the Section 404 Permit process. Along with the request, the applicants shall provide project construction and development drawings or maps, including, for example, wetland areas, denoting all proposed improvements in relation to the Ordinary High Water Mark (OHWM). Applicant shall strive to avoid and minimize adverse impacts to waters of the United States, and to achieve a goal of no net loss of wetlands functions and values. The applicant shall propose to the USACE appropriate mitigation for unavoidable losses to waters of the U.S. using USACE mitigation guidelines and regulations. The USACE Section 404 permit will define terms and conditions, including mitigation, for the fill activities.

BIO-4 Water Quality Certification

A Water Quality Certification, Section 401 permit, if applicable, shall be obtained by the applicant from the Regional Water Quality Control Board (RWQCB) for applicable project improvements. Appropriate mitigation measures shall be developed in coordination within the context of the agreement process. Additionally, the following shall be included to the satisfaction of the RWQCB:

a. The applicant will prepare a Storm Water Pollution Prevention Plan for approval. That plan will describe methods for ensuring downstream water quality during construction and will be implemented before construction begins.

b. Work areas will be separated by buffers and orange construction fencing to delineate the preserved riparian areas. No grading will be allowed within the fenced-off buffer zones.

c. Waste and construction materials will be placed where they will not run off into the stream, or they will immediately be removed off-site.

d. The project will include a Continuous Deflection Separation system to remove oil and other substances from runoff within the project area before it is discharged to Weber Creek. This system will be maintained by the property owner as described in the Contech Stormwater Solutions technical manuals.

BIO-5 On-Site Oak Woodlands Technical Report and Mitigation Plan

Prior to site disturbance, an updated project-specific technical report and mitigation plan addressing impacts to on-site oak woodlands and consistent with the guidelines and regulations of the El Dorado County Oak Resources Management Plan must be prepared and approved by the County. The technical report must disclose the percentage of impacted oak woodland on-site and the related mitigation plan must indicate the appropriate mitigation ratio and mitigation type, consistent with the requirements of the ORMP. The identified mitigation must be implemented prior to site disturbance or in accordance with timing identified in the project-specific technical report and mitigation plan in accordance with the ORMP.

Recommended Additional Mitigation Measure for Revised Project

BIO-6 Interior Live Oak Woodland and Oak Trees

Impacts to retained oak trees on the Project site would be minimized by implementing the following measures:

- Tree protection shall be accomplished by fencing the trees outside of the work area with either an orange plastic fence or chain link fence that keeps work activities out of the protected area. Fencing shall be installed prior to commencement of any grading or construction activities.
- A sign shall be placed on the fencing every 50 feet or on each side of an angled or polygon fence that states Tree Protection Zone.
- If any work is proposed in the tree protection area, the soil shall be covered with 4 inches of wood chip mulch to protect against soil compaction. The fencing may be opened to allow the approved work, and after the work is completed, the fencing shall be put back in place.
- Pruning of the trees shall be performed in the outer edge of the canopy to reduce leverage and end weights and allow the center of the canopies to grow and fill in with foliage.
- If roots are encountered, prior to excavating the roots the roots shall be pruned at the outside edge of the excavation.
- When root pruning, the smallest size roots as possible be pruned, cuts shall be performed with handsaws, loppers, chainsaws, or power saws appropriate for the size of the root being cut. The roots shall be exposed by excavating prior to cutting.
- Roots shall be pruned prior to root removal within the tree protection area to limit the damage and tearing of roots back towards the tree. Root pruning shall be overseen by a qualified arborist.
- An oak woodland removal permit shall be obtained for the project.
- Impacts to oak woodlands shall be mitigated by one of the following:
    1. Paying an in-lieu fee of $8,285 per acre. At a 1.5:1 ratio, the applicant will pay $30,323.10 (1.5 x 2.44 acres x $8,285),
    2. Establish conservation easements with on-site replacement planting and approved by the County, or
    3. Implement other County-approved off-site mitigation and approved by the County.

With the implementation of recommended Mitigation Measures BIO-1 through BIO-5 recommended for the approved Project and the additional Mitigation Measure BIO-6 recommended for the revised Project, impacts to biological resources would be less than significant.

4.1.5 Cultural Resources

Creekside Plaza FEIR

The Creekside Plaza FEIR determined that no significant prehistoric or historic archaeological sites, features, or artifacts are present on the Project site. In the event sub-surface historical, cultural, or archaeological sites or materials, or human remains are disturbed during earth disturbances and grading activities on the site, the approved Project was required to comply with standard conditions of approval to reduce impacts to a less-than-significant level.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would be developed within the Project site boundaries and, as such, would disturb the same footprint as the approved Project. Therefore, the conclusions made regarding impacts to undiscovered cultural resources would be substantially similar to those identified for the approved Project. The revised Project's impacts to cultural resources would be less than significant and are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to cultural resources would result from implementation of the revised Project, no mitigation measures are required.

4.1.6 Energy

Creekside Plaza FEIR

The approved Project's impacts related to energy conservation were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. As such, energy impacts were included in Section 6, Other CEQA Considerations, of the Creekside Plaza FEIR, which concluded that the approved Project would not result in the unnecessary, wasteful, or inefficient use of energy. The Creekside Plaza FEIR identified that the approved Project would entail short-term construction activities that would consume energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Compliance with the State's energy efficiency standards would ensure that energy is not consumed in a wasteful or inefficient manner.

The Creekside Plaza FEIR also identified that the approved Project would generate vehicle trips that would consume energy in the form of transportation fuel (e.g., gasoline, diesel). Vehicle fuel efficiency standards are set at the federal level, and vehicles associated with the approved Project would be subject to these standards. The Creekside Plaza FEIR concluded that no aspects of the approved Project would foreseeably result in the inefficient, wasteful, or unnecessary consumption of energy during operational activities related to transportation.

Lastly, the Creekside Plaza FEIR estimated that the approved Project would consume approximately 0.48 million kilowatt hours (kWh) annually. The approved Project would also be subject to latest adopted edition of the California Title 24 energy efficiency standards and, as such, would not foreseeably result in the inefficient, wasteful, or unnecessary consumption of energy during operational activities. Therefore, impacts related to energy conservation were determined to be less than significant.

Analysis of Revised Creekside Plaza Environmental Effects

As with the approved Project, the revised Project would be required to comply with the State's energy efficiency standards, including those in Title 24 of the California Code of Regulations, which contains the California Green Building Standards Code. While the revised Project would provide transportation fuel (e.g., gasoline, diesel), the proposed uses under the revised Project would not increase the demand or usage of transportation fuel as the revised Project would reduce daily trips and vehicle miles traveled (VMT) when compared to those of the approved Project, as presented in Section 3.2, Transportation and Traffic, of this SEIR. Therefore, conclusions made regarding impacts to energy would be substantially similar to those identified for the approved Project. The revised Project's impacts related to energy use and conservation would be less than significant and are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to energy would result from implementation of the revised Project, no mitigation measures are required.

4.1.7 Geology and Soils

Creekside Plaza FEIR

The Creekside Plaza FEIR determined that Project site is not subject to potential hazards associated with seismicity, soil erosion, unstable soils, expansive soils, or septic systems. The approved Project would be required to comply with the El Dorado County Grading, Erosion and Sediment Control Ordinance, and the development plans for buildings would be required to implement the Uniform Building Code Seismic construction standards, including implementation of pre- and post-construction BMPs. In addition, BMPs are required to be consistent with the County's Grading and Erosion and Sediment Control Ordinance, the County's Stormwater Quality Ordinance, the Stormwater Management Plan (SWMP) for the West Slope, and the California Stormwater Pollution Prevention Plan (SWPPP) issued by the State Water Resources Control Board (SWRCB) to eliminate runoff and erosion and sediment controls. Potential areas for liquefaction on the Project site include the wetlands. Portions of the wetlands would be filled with engineered soil to reduce or eliminate potential liquefaction, and remaining areas of wetlands would be preserved as open space. Therefore, the Creekside Plaza FEIR determined that the approved Project's impacts to geology and soils would be less than significant (or no impact related to septic tanks or alternative wastewater disposal systems).

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would not change any site conditions previously identified for the approved Project. In addition, as with the approved Project, the revised Project would be required to comply with the El Dorado County Grading, Erosion and Sediment Control Ordinance, and the revised development plans for buildings would be required to implement the Uniform Building Code Seismic construction standards, including implementation of pre- and post-construction BMPs. Therefore, conclusions made regarding impacts to geology and soils would be substantially similar to those identified for the approved Project. The underground storage tanks (UST) associated with the proposed gas station would be required to be approved by the El Dorado County Environmental Management Department (EMD). After the County EMD

approves the revised Project to handle hazardous materials (e.g., gasoline) and generate hazardous waste, a Certified Unified Program Agency (CUPA)/UST permit will be issued. Overall, the revised Project's less-than-significant impacts to geology and soils (or no impact related to septic tanks or alternative wastewater disposal systems) are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to geology and soils would result from implementation of the revised Project, no mitigation measures are required.

4.1.8 Greenhouse Gas Emissions

Creekside Plaza FEIR

The approved Project's impacts related to greenhouse gas (GHG) emissions were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. An analysis of the approved Project's impacts related to GHG emissions was included in Section 3.1, Air Quality/Greenhouse Gas Emissions, of the Creekside Plaza FEIR, which identified over 88 percent of the total GHG emissions from operation of the approved Project to be attributable to mobile sources (i.e., vehicle traffic). The Creekside Plaza FEIR concluded the approved Project would not generate GHG emissions that would exceed the screening level (1,100 metric tons of CO_2 equivalent [$MTCO_2e$] per year) for construction activities and for long-term operations. The approved Project was also considered to be consistent with the CARB Climate Change Scoping Plan and the SMAQMD and Placer County Air Pollution Control District (PCAPCD) GHG emission guidelines.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would not substantially change any previously identified construction activities identified for the approved Project. Therefore, conclusions made regarding impacts from GHG emissions during construction activities would also be substantially similar to those identified for the approved Project.

Similar to the approved Project, long-term GHG emissions would during operation of the revised Project. The contributors to GHG emissions for the revised Project would remain substantially similar to those identified for the approved Project. As with the approved Project, the main generator of GHG emissions during operation of the revised Project would be mobile sources (i.e., vehicle traffic). However, the revised Project is estimated to generate 1,865 average daily trips, which would be approximately 200 daily trips less than the approved Project. Because it was determined that long-term operation of the approved Project would not exceed applicable thresholds for GHG emissions, the reduced number of daily trips and VMT (as presented in Section 3.2, Transportation and Traffic, of this DEIR) under the revised Project would also not exceed applicable thresholds for GHG emissions. No other GHG emission sources (i.e., area, energy, waste, water) and their GHG emission amounts would substantially change from those identified for the approved Project. Based on these assumptions, the revised Project's less-than-significant impact related to GHG emissions are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to GHG emissions would result from implementation of the revised Project, no mitigation measures are required.

4.1.9 Hazards and Hazardous Materials

Creekside Plaza FEIR

The Creekside Plaza FEIR determined that the approved Project would be required to obtain a Hazardous Materials Business Plan (HMBP) and comply with requirements of the HMBP through the Environmental Management-Hazardous Materials and Solid Waste Division of El Dorado County. Through obtaining the required HMBP, the approved Project's potential impacts to hazardous material handling, upset and accident conditions, hazardous material sites, airport safety, and emergency response and evacuation plans were considered less than significant.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would involve the operation of a gasoline dispensing facility, or gas station. Operation of the gas station would require placement of USTs for storing gasoline and diesel fuel. The proposed USTs would require approval by the El Dorado County Environmental Management Department (EMD). After the County EMD approves the revised Project to handle hazardous materials (e.g., gasoline) and generate hazardous waste, a CUPA/UST permit would be issued.

The gas station would also operate within close proximity to Herbert Green Middle School, which is approximately 500 feet northeast of the Project site. The EDCAQMD does not have any regulations requiring a minimum distance between sensitive receptors (e.g., schools) and gasoline dispensing operations. In addition, Title 5 of the California Code of Regulations, School Facility Construction, does not identify any restrictions of school sites as related to USTs or gasoline dispensing facilities. For the purposes of this SEIR, a guidance document prepared by the South Coast Air Quality Management District (SCAQMD) was reviewed. This guidance document recommended a minimum distance of 300 feet between sensitive receptors (e.g., school) and large gasoline dispensing facilities (SCAQMD 2005). Based on the lack of specific regulations relating to schools and gas station distances and based on the 500-foot distance established in the SCAQMD guidance document, hazards from operation of the proposed gas station in proximity to a school are considered less than significant.

Gasoline vapors and air quality impacts are discussed in Section 5.1.3, Air Quality.

Mitigation Measures

As no significant impacts to hazards and hazardous materials would result from implementation of the revised Project, no mitigation measures are required.

Reference:

South Coast Air Quality Management District. 2005. *Air Quality Issues in School Site Selection, Guidance Document*. Prepared by ICF. June 2005.

4.1.10 Hydrology and Water Quality

Creekside Plaza FEIR

As related to water quality, the Creekside Plaza FEIR determined that the approved Project would be required to be designed to comply with the requirements of the County of El Dorado Grading, Erosion, and Sediment Control Ordinance along with the County's Stormwater Quality Ordinance and the County's SWMP for the West Slope. Construction activities would also be subject to these ordinances and requirements which would require the implementation and execution of BMPs to minimize potential degradation of water quality. The approved Project was conditioned to require review and permitting by the Central Valley RWQCB and El Dorado County. Lastly, the Creekside Plaza FEIR identified that potential impacts to the unnamed creek from the extension of the sewer line or other site improvements would be addressed through the USACE Section 404 permitting process. As conditioned and mitigated in Mitigation Measures BIO-2 through BIO-4, and with adherence to County Code, impacts to water quality would be less than significant.

As related to groundwater supply, the Creekside Plaza FEIR determined that there is no evidence that the approved Project would substantially reduce or alter the quantity of groundwater in the vicinity or materially interfere with groundwater recharge in the area of the Project site.

As related to erosion and siltation, the Creekside Plaza FEIR determined that no adverse increase in the overall runoff and flows are expected as a result of the approved Project. The County reviewed and approved the Drainage Report for the approved Project, which would be required to implement Section 4.5 of the SWMP for post-construction stormwater runoff treatment requirements. Lastly, any potential impacts from the approved Project to the unnamed creek from the alteration of drainage patterns would be addressed through the USACE Section 404 permitting and a Central Valley RWQCB Lake and Streambed Alteration Agreement.

The Creekside Plaza FEIR concluded that the approved Project would result in a less-than-significant impact to hydrology and water quality with conformance to the El Dorado County Grading, Erosion Control and Sediment Ordinance; County's Stormwater Quality Ordinance; County's SWMP for the West Slope; USACE Section 404 permitting; and RWQCB Lake and Streambed Alteration Agreement.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would not change any site conditions previously identified for the approved Project. Therefore, conclusions made regarding impacts to hydrology and water quality would be substantially similar to those identified for the approved Project. The revised Project's less-than-significant impacts related to hydrology and water quality are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to hydrology and water quality would result from implementation of the revised Project, no mitigation measures are required. Refer to Biological Resources discussion above for Mitigation Measures BIO-2 through BIO-4 recommended for the approved Project.

4.1.11 Land Use and Planning

Creekside Plaza FEIR

The approved Project's impacts related to land use and planning were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. As such, a discussion of impacts related to land use and planning was included in Section 7, Effects Found Not to Be Significant or Less Than Significant, of the Creekside Plaza FEIR, which concluded that the approved Project would not result in the physical division of an established community and that the proposed uses would be consistent with the Project site's General Plan Commercial land use designation and compatible with the surrounding commercial land uses. In addition, the Project site is not located within the boundaries of an adopted Habitat Conservation Plan, or a Natural Community Conservation Plan or any other conservation plan, including the El Dorado County Integrated Natural Resource Management Plan. Therefore, the Creekside Plaza FEIR determined that the approved Project would have a less-than-significant impact or no impact related to land use and planning.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would replace the office and retail uses proposed in Building A of the approved Project with a gas station, car wash, and associated convenience store. Approval of the requested Planned Development Plan Amendment and Conditional Use Permit would ensure the revised Project is consistent with the existing land use designations (Community Commercial-Planned Development (CC-PD) and Open Space-Planned Development (OS-PD)) and compatible with the surrounding commercial and residential land uses. Therefore, conclusions made regarding impacts to land use and planning would be substantially similar to those identified for the approved Project. The revised Project's less-than-significant impact or no impact related to land use and planning are consistent with impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to land use and planning would result from implementation of the revised Project, no mitigation measures are required.

4.1.12 Mineral Resources

Creekside Plaza FEIR

The approved Project's impacts related to mineral resources were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. As such, impacts related to mineral resources was included in Section 7, Effects Found Not to Be Significant or Less Than Significant, of the Creekside Plaza FEIR, which identified that the Project site is not located within a Mineral Resource Zone by the State of California Division of Mines and Geology and does not contain any mineral resources of known local or statewide economic value. Therefore, the Creekside Plaza FEIR determined that the approved Project would have no impact related to mineral resources.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would not change any site conditions previously identified for the approved Project. The revised Project would be developed within the Project site boundaries and, as such, would disturb the same footprint as the approved Project. Therefore, conclusions made regarding impacts to mineral resources would be substantially similar to those identified for the approved Project, and, therefore, the revised Project would have no impact related to mineral resources. The revised Project's lack of impacts to mineral resources are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to mineral resources would result from implementation of the revised Project, no mitigation measures are required.

4.1.13 Population and Housing

Creekside Plaza FEIR

The approved Project's impacts related to population and housing were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. As such, a discussion of impacts related to population and housing was included in Section 7, Effects Found Not to Be Significant or Less Than Significant, of the Creekside Plaza FEIR, which concluded that the approved Project would not induce substantial population growth in an area that is proposed for lands designated by the County General Plan for commercial uses. In addition, the Creekside Plaza FEIR acknowledged that the County General Plan designates the Project site for commercial uses, and no residences are currently present on-site. Therefore, no existing housing stock would be displaced by the approved Project. Therefore, the Creekside Plaza FEIR determined that the approved Project would have no impact related to population and housing.

Analysis of Revised Creekside Plaza Environmental Effects

As with the approved Project, the revised Project, which would replace the office/retail use in Building A with a gas station, carwash, and associated convenience store, along with the uses already approved for the remainder of the Project site, would not induce substantial population growth in an area that is proposed for lands designated by the County General Plan for commercial uses. Therefore, conclusions made regarding impacts related to population and housing would be substantially similar to those identified for the approved Project, and, as such, the revised Project would have no impact related to population and housing. The revised Project's lack of impacts to population and housing are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to population and housing would result from implementation of the revised Project, no mitigation measures are required.

4.1.14 Public Services

Creekside Plaza FEIR

The approved Project's impacts related to public services were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. As such, a discussion of impacts related to public services was included in Section 7, Effects Found Not to Be Significant or Less Than Significant, of the Creekside Plaza FEIR, which determined that the approved Project would result in a minor increase in the demand for fire protection services but would not prevent either Diamond Springs-El Dorado Fire Protection District or CAL FIRE from meeting its response times to the Project site or its designated service area beyond any deficiencies that already exist. The Creekside Plaza FEIR concluded that potential impacts to fire protection would remain less than significant with the approved Project's implementation of conditions of approval.

The Creekside Plaza FEIR also determined that the demand for additional police protection would be very low because of the size and scope of the approved Project. The Creekside Plaza FEIR determined the retail, office, and fast-food land uses associated with the approved Project would not result in any permanent population-related increases that would substantially contribute to an increased demand for public facilities resulting in the need for new or expanded school facilities, parks, or other public facilities. Therefore, the Creekside Plaza FEIR determined that the approved Project would have a less-than-significant impact on public services.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would replace the office/retail use in Building A with a gas station, carwash, and associated convenience store, and develop the uses already approved for the remainder of the Project site. As with the approved Project, the revised Project would result in a minor increase in the demand for fire and police protection services. Similarly, the revised Project would not result in any permanent population-related increases that would substantially contribute to an increased demand for public facilities resulting in the need for new or expanded school facilities, parks, or other public facilities. Therefore, conclusions made regarding impacts to public services would be substantially similar to those identified for the approved Project. The revised project's less-than-significant impacts to public services, with implementation of conditions of approval for fire protection, are consistent with the impacts analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to public services would result from implementation of the revised Project, no mitigation measures are required.

4.1.15 Recreation

Creekside Plaza FEIR

The approved Project's impacts related to recreation were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. As such, a discussion of impacts related to public services was included in Section 7, Effects Found Not to Be Significant or Less Than Significant, of the Creekside Plaza FEIR, which determined the retail, office, and fast-food land uses associated with the approved Project would not result in any increase in permeant population on-site. The Creekside Plaza FEIR concluded that, since the approved Project would not substantially contribute to an increased demand

for recreation facilities or contribute to increased use of existing facilities, no impacts related to recreation would occur.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would replace the office/retail use in Building A with a gas station, carwash, and associated convenience store, and develop the uses already approved for the remainder of the Project site. As with the approved Project, the revised Project would not result in any permanent population-related increases that would substantially contribute to an increased demand on recreation facilities or contribute to increased use of existing facilities. Therefore, conclusions made regarding impacts to recreation would be substantially similar to those identified for the approved Project. The revised Project's lack of impacts to recreation are consistent with impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to recreation would result from implementation of the revised Project, no mitigation measures are required.

4.1.16 Tribal Cultural Resources

Creekside Plaza FEIR

The approved Project's impacts related to tribal cultural resources were not determined to be potentially significant during the Creekside Plaza Draft EIR project scoping. Specifically, the *Notice of Preparation, Initial Study, and Comments* (Appendix A to the Draft EIR) did not identify Tribal Cultural Resources (TCRs) on the site as part of the Native American Heritage Commission (NAHC) Sacred Lands File search or through subsequent outreach and correspondence with Native American representatives. Correspondence letters were sent on April 12, 2016, to Ione Band of Miwok Indians, Nashville-El Dorado Miwok, Shingle Springs Band of Miwok Indians, and United Auburn Indian Community of the Auburn Rancheria.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would not change any site conditions previously identified for the approved Project. The revised Project would be developed within the Project site boundaries and, as such, would disturb the same footprint as the approved Project. Therefore, conclusions made regarding impacts relating to tribal cultural resources would be substantially similar to those identified for the approved Project. It is noted that correspondence letters for the revised Project were sent on November 15, 2021, to Colfax-Todds Valley Consolidated Tribe, Ione Band of Miwok Indians, Nashville-El Dorado Miwok, Shingle Springs Band of Miwok Indians, Tsi Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, and Washoe Tribe of Nevada and California. Responses were not received from any of the tribes. Therefore, the revised project's lack of impacts to tribal cultural resources would not result in any greater impacts than those identified in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to tribal cultural resources would result from implementation of the revised Project, no mitigation measures are required.

4.1.17 Utilities and Service Systems

Creekside Plaza FEIR

The approved Project's impacts related to utilities and service systems were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. As such, a discussion of impacts related to utilities and service systems was included in Section 7, Effects Found Not to Be Significant or Less Than Significant, of the Creekside Plaza FEIR, which determined that the approved Project would connect to existing El Dorado Irrigation District (EID) wastewater sewer facilities located to the north on an adjoining parcel or in the Forni Road right-of-way. In addition, the approved Project would be required to comply with the County's California SWPPP issued by the SWRCB, as well as any applicable requirements of the California Water Quality Control Board. EID indicated that the existing wastewater infrastructure has adequate capacity to serve the approved Project.

The Creekside Plaza FEIR determined a series of pipes would collect stormwater and convey it to the northerly portion of the Project site where it will be filtered through a filtering device. The approved Project would not require any new off-site stormwater facilities. Construction of stormwater infrastructure would be required to comply with standards contained in the County of El Dorado Drainage Manual.

The Creekside Plaza FEIR determined the approved Project would connect to existing EID water facilities located to the north on an adjoining parcel or in the Forni Road right-of-way. The Creekside Plaza FEIR determined that the existing water supply infrastructure would have adequate capacity to serve the approved Project.

Lastly, the Creekside Plaza FEIR determined the landfill facilities that would serve the approved Project have sufficient capacity. County Ordinance No. 4319 requires that new development provide areas for adequate, accessible, and convenient storing, collecting, and loading of solid waste and recyclables. The El Dorado County Hazardous Materials and Solid Waste Division imposes a condition of approval that requires that the applicants provide sufficient space for both trash and recycling dumpsters.

The Creekside Plaza FEIR concluded potential impacts related to utilities and service systems would remain less than significant with the approved Project's implementation of the County's conditions of approval.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would replace the office/retail use in Building A with a gas station, carwash, and associated convenience store, and develop the uses already approved for the remainder of the Project site. As with the approved Project, the revised Project would not result in any permanent population-related increases that would substantially increase demand for utilities and service systems. Therefore,

conclusions made regarding impacts to utilities and service systems would be substantially similar to those identified for the approved Project. The revised Project's less-than-significant impacts to utilities and service systems, with implementation of the County's conditions of approval, are consistent with the impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts to utilities and service systems would result from implementation of the revised Project, no mitigation measures are required.

4.1.18 Wildfires

Creekside Plaza FEIR

The approved Project's impacts related to wildland fires were not determined to be potentially significant during the Creekside Plaza FEIR project scoping. As such, a discussion of impacts related to wildland fires was included in Section 7, Effects Found Not to Be Significant or Less Than Significant, of the Creekside Plaza FEIR. The Creekside Plaza FEIR stated that the approved Project was reviewed by the Diamond Springs-El Dorado Fire Protection District. The Fire District determined that the approved Project's site plans showed adequate interior roadways to allow emergency vehicle circulation. The Creekside Plaza FEIR further identified that the approved Project was conditioned to ensure that any new and existing fire hydrants deliver adequate water pressure, and to provide District-approved locks on any gates on buildings. The Creekside Plaza FEIR concluded that potential impacts related to wildland fires would remain less than significant with the approved Project's implementation of the Fire District's conditions of approval.

Analysis of Revised Creekside Plaza Environmental Effects

The revised Project would not change any site conditions previously identified for the approved Project. The Project site is located in a moderate or high fire hazard severity zone (CAL FIRE 2022). As such, the Project site is located in an area considered to have environmental conditions conducive to wildland fires. Even though surrounding urban development to the west, south, and east could serve as a barrier to wildland fires, a wildfire could spread to/from the north of the Project site. Operation of construction equipment on the Project site during development has the limited potential to spark a fire. However, construction activities would implement BMPs, which address fire prevention methods, such as:

- restricting vehicles from driving or parking on dry vegetation during fire sensitive times of the year; and
- wetting dry construction areas before commencing activities, and wetting throughout the day, as appropriate.

Overall, the Project site does not contain specific environmental conditions (e.g., slopes, area of high winds) that would exacerbate wildfire risks and, thereby, potentially expose Project occupants to a wildfire or the uncontrolled spread of a wildfire. As with the approved Project, the revised Project's less-than-significant impacts related to wildfires, with implementation of the Fire District's conditions of approval, are consistent with impact analysis and determination in the Creekside Plaza FEIR.

Mitigation Measures

As no significant impacts from wildfires would result from implementation of the revised Project, no mitigation measures are required.

Reference:

California Department of Forestry and Fire (CAL FIRE), El Dorado County Fire Hazard Severity Zone Maps for State Responsibility Area. Available at: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/ (Accessed December 27, 2022).

5.0 Cumulative Impacts

CEQA requires that EIRs discuss cumulative impacts, in addition to project impacts. According to Section 15355 of the State CEQA Guidelines:

> "Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.
>
> (a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impact from several projects is the change in the environment which results from the incremental impacts of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130(a) of the CEQA Guidelines requires that EIRs discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. According to Section 15065(a)(3) of the CEQA Guidelines, "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In accordance with Section 15130(b) of the CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, this discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. Further, the discussion of cumulative impacts is guided by the standards of practicality and reasonableness. The CEQA Guidelines allow for a project's contribution to be rendered less than cumulatively considerable with implementation of mitigation measure(s) designed to alleviate the cumulative impacts.

The geographic scope of the cumulative impact analysis varies depending upon the specific environmental topic being analyzed.

CEQA Guidelines Section 15130(b)(1) indicates the following approaches for identifying cumulative projects:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

In determining the present and probable future projects to include in the cumulative impact analysis, the following guidance is provided by the *Communities for a Better Environment v. California Resources Agency* (2002) [103 Cal. App. 4th, 98]. Probable projects include those that (1) have an application on file at the time the NOP is released; (2) are included in an adopted capital improvement program, general plan, regional transportation plan (RTP), or similar plan; (3) are included in a summary of projections of

projects (or development areas designated) in a general plan or similar plan; (4) are anticipated as later phases of approved projects; and/or (5) are included in money budgeted by public agencies.

Both the Creekside Plaza FEIR and this SEIR use the "list" approach. The list of cumulative projects analyzed herein were considered in conjunction with other proposed and approved projects in the Project vicinity within El Dorado County and the City of Placerville. Table 6-1 provides a list of the other projects considered in the cumulative analysis.

Table 6-1
Cumulative Projects

Jurisdiction	Project	Characteristics	Location	Status
El Dorado County	The Crossings Revision	Development and ongoing operation of a RV resort and campground; also include a 75,100-square-foot hotel, a 10,000-square-foot clubhouse, 1,400-square-foot caretaker apartment, eight (8) bath houses of 1,200-square-feet each, a 2,000-square-foot chapel, a 2,000-square-foot maintenance facility, and 3,000-square-feet of paved pavilions	Crossings Road, west of Missouri Flat Road and Highway 50	pending
	Panther Townhomes	Construction and ongoing occupancy of two multi-family residential buildings which include 5 two-floor units	Fowler Lane and Panther Lane	pending
	Dorado Oaks	Subdivisions of 156 single-family lots and 225 multi-family lots	SR 49 and Faith Lane	pending
City of Placerville	Marshall Medical Center	Development of a battery storage system	1095 Marshall Way	approved
	Ray Lawyer Commercial Subdivision	Subdivision of 21-acre lot for commercial development	Gold Nugget Way near Forni Road	approval extended

5.1 Noise

The geographic context for the analysis of cumulative noise impacts varies based on the type of noise impact being analyzed. Because noise is localized, the geographic context of the cumulative impact analysis for noise is the immediate vicinity of the revised Project. For a project to result in a cumulative noise impact, two projects would need to be constructed simultaneously and be located in close physical proximity to a noise-sensitive land use for the noise levels to compound. As noted in Section 3.1, Noise, of this SEIR, the revised Project would incorporate mitigation measures that would ensure that construction and operation of the revised Project do not exceed noise level limits established by the County. In addition, there are no cumulative projects identified within a mile of the Project site (refer to

Table 6-1) that would have the potential to compound or increase the ambient noise levels in the Project area. For these reasons, no cumulative impacts would result from implementation of the revised Project.

5.2 Transportation

Cumulative traffic scenarios are evaluated in Section 3.2, Transportation and Traffic, of this SEIR. The revised Project was determined to exacerbate existing queues but would not exceed storage capacity at intersections. In addition, the revised Project was determined to not cause any roadway intersections or segments to operate worse than LOS E (the minimum El Dorado County standard). Because the revised Project would result in less-than-significant impacts to intersection operations and roadway segments, it would not have a cumulatively considerable contribution to intersection operation and roadway segments impacts.

As related to VMT, the revised Project was determined to result in an overall reduction in VMT for the entire County. Therefore, implementation of the revised Project would not result in a cumulative VMT impact.

For other transportation-related areas (i.e., emergency access, roadway safety hazards, public transit, bicycle, pedestrian), the revised Project would have potentially significant impacts related to roadway hazards due to increased traffic at the Forni Road/Golden Center Drive/Project intersection and to pedestrian safety onsite. However, with implementation of mitigation measures, these impacts would be reduced to a less-than-significant level.

No other cumulative projects are located in the Project vicinity and, therefore, would not have the potential to compound or increase roadway hazards in the Project area. Other projects that result in similar impacts would be required to mitigate for their project-specific impacts. Because the revised project would mitigate all other transportation impacts to a less-than-significant level, no cumulative impacts would result from implementation of the revised Project.

6.0 Other CEQA Considerations

6.1 Significant and Unavoidable Environmental Impacts

Pursuant to Section 15126.2(c) of the CEQA Guidelines, this section identifies significant impacts that would not be avoided, even with the implementation of feasible mitigation measures. Chapter 3.0 of this SEIR provides a comprehensive identification of the revised Project's potentially significant adverse environmental effects and any necessary mitigation measures, as well as the level of significance both before and after mitigation. Development of the revised Project would result in new significant impacts to Noise. These impacts would be reduced to less-than-significant levels through implementation of Mitigation Measures NOISE-1 through NOISE-7 identified in Section 3.1, Noise, of this SEIR. This SEIR has not identified any impacts that would be significant and unavoidable. The final determination of the significance of impacts and the feasibility of mitigation measures will be made by the County as part of the SEIR certification.

6.2 Significant Irreversible Environmental Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the revised Project. Specifically, Section 15126.2(d) states:

> *Uses of nonrenewable resources during the initial and continued phases of a project maybe irreversible since a large commitment of such resources makes removal or non-use thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as access improvements that provide access to a previously inaccessible area) generally commit future generations to similar uses. Additionally, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage would result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Resources that would be permanently and continually consumed by construction and operation of the revised Project include water, electricity, natural gas, fossil fuels, timber, metal, and other construction materials. However, the amount and rate of consumption of these resources would not result in a large commitment of these resources or the unnecessary, inefficient, or wasteful use of resources. The use of natural resources in the form of construction materials and energy resources would not have a substantial, measurable effect on the availability of such resources, including nonrenewable resources, such as fossil fuels (e.g., fuel oil), natural gas, and gasoline for automobiles and construction equipment.

As described in Section 4.1.6 in Chapter 4.0, Effects Found Not to be Significant, of this SEIR, limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. The revised Project would incorporate construction practice requirements, such as using fuel-efficient equipment and carpooling. Sustainable elements that would be incorporated into construction include use of recycled materials to the maximum extent feasible and transport of unused materials that can be recycled to appropriate recycling facilities.

With respect to operational activities, the revised Project would be required to conform to applicable building codes, such as the California Green Building Standards (CALGreen) Code. CALGreen Code compliance would reduce a building operation's energy volume (i.e., the amount of energy required for operation) that is produced by nonrenewable energy resources, thereby reducing demands on nonrenewable fossil fuels. The revised Project would be subject to the Energy Independence and Security Act of 2007, which contains provisions designed to increase energy efficiency and availability of renewable energy. The revised Project also would be subject to the California Energy Code, which contains measures to reduce its natural gas and electricity demand, thereby requiring less non-renewable energy resources. The suite of sustainable design elements to be implemented during the operation of the revised Project includes, but is not limited to, drought tolerant landscaping, reliance on solar energy, pre-planning to allow for use of reclaimed water when available, use of low flow lavatories, infrastructure required for electric car charging, and recycling. Assuming compliance with all applicable building codes and green building practices, the revised Project would ensure that natural resources are conserved to the maximum extent practicable.

Overall, long-term irreversible environmental changes resulting from implementation of the revised Project would include an increase in local and regional traffic and associated air pollutant and GHG emissions, noise level increases, and an increase in the volume of solid waste and/or wastewater generated in the area. Additionally, the revised Project would irretrievably commit building materials and energy to the construction and maintenance of the proposed buildings and infrastructure. Determining whether the revised Project may result in significant irreversible environmental changes requires a determination of whether key nonrenewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Natural resources in the form of construction materials and energy resources would be used in the construction of the revised Project, but development of the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be nonrenewable (e.g., fossil fuels). Construction and operation of the revised Project would not involve the use of large sums or sources of nonrenewable energy.

Thus, the revised Project would avoid the inefficient, wasteful, and unnecessary consumption of energy during construction, operation, maintenance, and/or removal. Through compliance with the energy efficiency regulations identified above, the revised Project would not involve the use of large sums or sources of nonrenewable energy.

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the revised Project. Section 4.1.9, Hazards and Hazardous Materials, in Chapter 4.0, Effects Found Not to be Significant, of this SEIR, notes that the revised Project could include activities associated with hazardous materials during construction and/or operation

activities. The revised Project would adhere to existing federal, state, and local regulations that control hazardous materials to ensure that long-term health and safety impacts associated with on-site hazardous materials (associated with the proposed gas station and car wash) over the long-term operation of the revised Project are consistent with the impacts addressed in the Creekside Plaza FEIR. Accordingly, the revised Project is unlikely to result in an accident that would result in irreversible environmental damage, and impacts would be less than significant.

6.3 Growth Inducement

Growth-inducing impacts refer to the ways in which a proposed project may directly or indirectly influence or foster economic development, population growth, or the construction of additional housing in a project area, as well as its impacts to the surrounding environment (CEQA Guidelines Section 15126.2[e]). Growth can be induced in a number of ways, including the elimination of obstacles to growth or through the stimulation of economic activity within the region. The discussion of removing obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval. According to CEQA Guidelines Section 15126.2(e), "it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

Growth-inducing impacts are caused by those characteristics of a project that foster or encourage population and/or economic growth such as new housing or creation of a new job center. The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions.

6.3.1 Short-Term Effects

During construction of the revised Project, demand for various construction trade skills and labor would increase. It is anticipated that this demand would be met by the local labor force and would not require importation of a substantial number of workers that could cause an increased demand for temporary or permanent housing, public services, and utilities in the Project area.

6.3.2 Long-Term Effects

The revised Project would contribute to long-term growth through the development of a gas station, car wash, and associated convenience store. The revised Project would create additional part-time and full-time employment. The labor pool in the Project area is anticipated to be adequate to fulfill the new employment positions, and the importation of a specialized workforce would likely not be required. The proposed gas station, car wash, and convenience store are intended to accommodate and serve existing demand in the Project area.

Under typical conditions, extension of utility lines (e.g., water, sewer) or other infrastructure or services (e.g., law enforcement, fire protection services) may potentially induce growth because improvements may allow not only the development responsible for expanding the infrastructure but also accommodate

future development. However, in the case of the revised Project, the surrounding area is already developed with commercial land uses that are served by existing infrastructure and public services. Therefore, on-site improvements required to serve the revised Project would not result in the extension of existing infrastructure or the construction of new infrastructure facilities in the Project vicinity such that additional growth would be spurred. Therefore, the revised Project is not anticipated to induce growth due to new infrastructure or services.

As a result, implementation of the revised Project would not substantially induce population growth, and impacts would be less than significant.

7.0 Alternatives

Section 15126.6(a) of the CEQA Guidelines requires an EIR to analyze a range of project alternatives that would "feasibly attain most of the basic project objectives of the project but which would avoid or substantially lessen any of the significant effects of the project." An alternatives analysis must include a comparative evaluation of a "No Project Alternative," which assumes that none of the proposed project's features would be constructed or implemented and that the site would continue to exist and operate as it does in its current condition. The factors considered when addressing the feasibility of other potential alternatives include site suitability, economic viability, availability of infrastructure, general plan consistency, and whether access to an alternative site can be reasonably acquired or controlled (CEQA Guidelines Section 15126.6(f)(1)). Alternative locations may be analyzed if the lead agency determines that implementation of a project on an off-site location is possible. The decision to select alternative locations needs to be based on whether off-site locations would avoid or substantially reduce any of the significant effects of the proposed project. The lead agency may also make the determination that no feasible alternative locations exist, and the reasoning must be disclosed in the alternatives analysis.

7.1 Alternatives Considered in Creekside Plaza FEIR

The Creekside Plaza FEIR determined that the approved Project would not result in any significant unavoidable impact but also analyzed three alternatives to the approved Project, including the following:

- **No Project Alternative:** The approved Project would not be pursued and the Project site would remain undeveloped for the foreseeable future.
- **Reduced Intensity Alternative:** The approved Project's square footage would be reduced by 15,280 square feet or 50 percent, which would be proportionately applied to the office, retail, and restaurant uses. Under this alternative, the approved Project would total 15,280 square feet.
- **Wetland Avoidance Alternative:** The approved Project's footprint would be reduced to avoid the on-site wetland and riparian area, including a 50-foot buffer. Under this alternative the approved project's footprint would be limited to approximately 1.55 acres on the western half of the Project site along Missouri Flat Road. As a result, the approved Project would consist of only 9,860 square feet of office space and 10,200 square feet of retail space in a two-story building.

The Creekside Plaza FEIR that concluded the No Project Alternative would have less impact on all environmental topical areas. However, No Project Alternative would not attain any of the Project objectives.

The Creekside Plaza FEIR concluded the Reduced Intensity Alternative would reduce the air quality/GHG emissions, biological resources, and transportation impacts associated with the approved Project. The Reduced Intensity Alternative would meet all of the approved Project's objectives although one objective would not be achieved to the same extent as the approved Project due to fewer positive economic benefits resulting from the reduced development square footage. This includes the objective of positively contributing to the local economy through new capital investment, the creation of new jobs, the provision of new services, and the expansion of the tax base.

The Creekside Plaza FEIR concluded that the Wetland Avoidance Alternative would lessen the severity of air quality/GHG emissions and transportation impacts associated with the approved Project. The Wetland Avoidance Alternative's impacts to biological resources would be reduced compared to the approved Project. However, biological resource impacts could be mitigated to a less-than-significant level. The Wetland Avoidance Alternative would attain all of the approved Project's objectives although one objective would not be achieved to the same extent as the proposed project due to fewer positive economic benefits resulting from the reduced development square footage. This includes the objective of positively contributing to the local economy through new capital investment, the creation of new jobs, the provision of new services, and the expansion of the tax base.

The Creekside Plaza FEIR identified the No Project Alternative as the environmentally superior alternative because it would avoid impacts relative to all impact areas. CEQA Guidelines Section 15126(e)(2) requires an EIR to identify an environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives.

Of the two remaining alternatives, the Reduced Intensity Alternative was determined to have the potential to yield the greatest reductions in the severity of impacts associated with air quality/GHG emissions and transportation because it would have the smallest square footage and would, therefore, generate the fewest daily vehicle trips. Therefore, the Creekside Plaza FEIR determined the Reduced Intensity Alternative as the environmentally superior alternative from among the other alternatives.

7.1.2 Alternatives Considered for the Revised Project

Section 15126.6(b) of the CEQA Guidelines identifies "because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, …"

Section 15382 of the CEQA Guidelines defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

As identified and analyzed in Section 3.0, Effects Requiring Additional Analysis, and Section 4.0, Effects Found Not to Be Significant, of this SEIR, the revised Project would not result in any new significant impacts with implementation of recommended mitigation measures. It is noted that the revised Project would introduce a new noise source to the Project site (i.e., care wash). However, noise impacts associated with operation of the car wash would be reduced to a less-than-significant level with implementation of recommended Mitigation Measures Noise-1 and Noise-2. In addition, the revised Project would not increase the severability of any environmental impacts identified for the approved Project. The alternatives analyzed for the approved Project remain sufficient and would not require any further discussion or consideration for the revised Project. For these reasons, a discussion of alternatives to the revised Project is not deemed necessary or required by CEQA.