

FINAL ERRATA

(As approved by the Board of Supervisors on September 13, 2016)

This errata sheet presents specific text changes made to the Saratoga Estates Project Staff Report, Final Environmental Impact Report (FEIR) (SCH #201532058), and Mitigation Monitoring and Reporting Plan (MMRP) since publication and public review.

The following revisions were made both during the public hearing held on August 25, 2016 by the Planning Commission, which were subsequently included as part of the recommendation to the Board of Supervisors, and during the public hearing held on September 13, 2016 by the Board of Supervisors, as included in the project approval pursuant to Motions 1 through 7.

Changes in the text to the Staff Report, Findings, Conditions, and FEIR are signified by ~~double strikethrough~~ where text is removed and by double underline where text is added. The revisions do not change the intent or content of the analysis or effectiveness of mitigation measures presented in the Draft EIR and does not constitute "significant new information" requiring recirculation. (See the Master Response regarding recirculation; see also Public Resources Code Section 21092.1; CEQA Guidelines Section 15088.5.)

Revisions to Staff Report:

Recommendation 4 (Page 3) of the Staff Report is revised as follows:

Approve the Development Plan. Residences will be served by gated private roads. The development will provide two public parks, open space, and landscape areas totaling 42.11 acres; internal pedestrian/bicycle circulation consisting of sidewalks, pedestrian pathways, open space trails, and multi-use trail; and a public Class 2 bike lane along ~~Wilson Boulevard through the project site to~~ Saratoga Way (Exhibits E) (Development Plan PD14-0006), based on the Findings and subject to the Conditions of Approval as presented;

"Grading and Earthwork" Section of the Staff Report is revised as follows:

Approximately 80 acres of the project site's 122 acres would be disturbed during grading (Exhibit I). However, cut soil would be used onsite for fill, and minimal, if any, soil import or export could be needed. The onsite portion of Saratoga Way would be graded to accommodate the proposed ~~two~~ four lane road, 16-foot-wide median, and a 6-foot-wide sidewalk at the northern side of the road, ~~and future widening to four lanes~~. The off-site portion would be graded for two lanes only within the existing, paved right-of-way to connect to the existing Saratoga Way in the vicinity of Finders Way.

Revisions to FEIR:

Page 2-4 of the Final EIR is revised as follows:

Off-Site Improvements - Major Transportation Facilities:

A. The Project shall be responsible for design, Plans, Specifications and Estimate (PS&E), utility relocation, right of way acquisition, and construction of the following improvements:

- i. Saratoga Way shall be constructed to a design speed of 45mph, consistent with the exhibit entitled "Saratoga Estates, Saratoga Way Plan and Profile" dated July 2015, prepared by CTA Engineering and Surveying. Typical Section as shown on the Approved Tentative Map and as specified in Table 1. In the event of a delay due to the acquisition of offsite right of way, or other delays associated with the connection of Saratoga Way to Iron Point Road in the City of Folsom, and to ensure completion of the connection at such time as right of way is acquired, a bond, or other security acceptable to County, shall be posted in an amount adequate to fully complete the connection of Saratoga Way. Construction shall include the extension of Saratoga Way from the existing terminus to the boundary with parcel number 120-070-03 with the first small lot final map. The construction of Saratoga Way to Iron Point Road shall be completed prior to issuance of the 101st Building Permit, with the exception of model homes.

Page 2-7 of the Final EIR is revised as follows:

Mitigation Measure 4.7-1a: Payment of the Tim Fee project's TIM Fees is considered the project's fair share of the Highway 50/Silva Valley Parkway interchange (Phase 1).

The applicant shall pay ~~fair share~~ TIM fees to El Dorado County for the Highway 50/Silva Valley Parkway interchange (Phase 1) to address the project's contribution to traffic at the El Dorado Hills Boulevard at Saratoga Way/Park Drive Intersection. Fee amount shall be determined by the County. All fees shall be paid at the time of issuance of building permits. Note that since the release of the Draft EIR, the interchange (Phase 1) has been completed. The technical analysis showed that the opening of the Silva Valley Parkway interchange would restore Level of Service to acceptable levels at this intersection. Since the interchange is open, there is no concurrency issue. Therefore, the physical traffic-related impact of the project on the El Dorado Hills Boulevard at Saratoga Way/Park Drive Intersection is already mitigated. would be less than significant. The TIM ~~Fair share~~ fee contribution is required for reimbursement.