

**FIRST ADDENDUM TO ENVIRONMENTAL IMPACT REPORT  
SARATOGA ESTATES  
State Clearinghouse #2015032058  
Z14-0007/PD14-0006/TM14-1520/DA15-0001**

**Prepared by El Dorado County, Community Development Agency  
Development Services Division  
February 7, 2017**

**A. DETERMINATION**

This document constitutes an Addendum to the Environmental Impact Report certified by the Board of Supervisors on September 13, 2016 (the “EIR”), prepared for the Saratoga Estates Tentative Subdivision Map (hereafter referred to as the Project). This Addendum evaluates whether modifications/refinements to the Project, consisting of the addition of a condition of approval to construct two additional lanes to a section of Saratoga Way, would result in any new or substantially more adverse significant effects or require any new mitigation measures not identified in the EIR and otherwise be consistent with the intent of the County in approving the Project. Other than the addition of the two additional travel lanes, there are no other modifications to the Project as approved. Accordingly, all other aspects of the analyses and the conclusions in the EIR remain current and valid. The additional condition of approval on the Project will not cause new significant effects not identified in the EIR nor increase the level of environmental effect to substantial or significant, and, hence, no new mitigation measures would be necessary to reduce significant effects. No change has occurred with respect to circumstances surrounding the Project that would cause new or substantially more severe significant environmental effects than were identified in the EIR. In addition, no new information has become available that shows that the Project would cause new or substantially more severe significant environmental effects which have not already been analyzed in the EIR. Therefore, no further environmental review is required beyond this Addendum.

**B. BACKGROUND**

The Project was formally evaluated in the EIR for the Saratoga Estates Project which was prepared in accordance with the California Environmental Quality Act (CEQA) and certified on September 13, 2016. The Project as approved consists of 317 lots ranging from 6,000 to 19,000 square feet in size. As originally proposed the Project included the construction of Saratoga Way, an important circulation element in the County’s long range traffic planning, as a two lane road connecting the existing Saratoga Way to the existing Iron Point Road in the City of Folsom at the County. The construction of the extension of Saratoga Way to the City of Folsom is identified as a planned improvement in the County’s Capital Improvement Program (“CIP”) to be constructed in two phases. The first phase called for the completion of a two lane section of the roadway with the second phase being the construction of two additional lanes from the connection to Iron Point Road to the existing four lane section of Saratoga Way. The Project, as proposed, included the grading of the road section to accommodate the ultimate four lane roadway, but only the actual construction/paving of two lanes and a raised median. The Project also included the

construction of an intersection at the point that Saratoga Way connects with Wilson Blvd, another road to be constructed as part of the Project. The Board of Supervisors after hearing public testimony and reviewing the record, determined that it would be more efficient to construct at least a portion of the four lane section of the roadway as part of the Project construction. Accordingly, the Board of Supervisors imposed an additional condition on the Project calling for the construction of the planned four lane section of the road from the connection with Iron Point Road to the intersection of Wilson Blvd.

The Board provided this direction through its motion action of September 13, 2016 as follows:

“A motion was made by Supervisor Veerkamp, seconded by Supervisor Ranalli to:

- 1) Approve items 1-5 as presented by staff inclusive of the comments made by the Auditor and County Counsel;
- 2) Add Findings at the beginning of the project to have a four lane road from Wilson Blvd to Iron Point Rd; and
- 3) Include corrections to staff report including the Class 2 bike lane change.

Resolution 163-2016 was assigned to Item 1

Yes: 5 – Mikulaco, Veerkamp, Frentzen, Ranalli and Novasel”

### **C. PURPOSE OF THIS ADDENDUM**

Due to the addition of the condition to expand Saratoga Way, the County determined that this Addendum would be appropriate to document the basis for the conclusion that the condition will not result in any significant impacts, nor will it worsen any impacts previously identified in the EIR.

### **D. CEQA FRAMEWORK FOR ADDENDUM**

For a proposed modified project, State CEQA Guidelines (Sections 15162 and 15164) provide that an addendum to a certified EIR may be prepared if only minor technical changes or additions are necessary or none of the following conditions calling for the preparation of a subsequent EIR have occurred:

Substantial changes in the project which require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

Substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of EIR certification, shows any of the following:

- i) the project will have one or more significant effects not discussed in the EIR,
- ii) the project will result in impacts substantially more severe than those disclosed in the EIR,
- iii) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative, or
- iv) mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

The purpose of this Addendum is to evaluate the impact of the condition requiring a widening of a portion of Saratoga Way. Based on the analysis provided below, an Addendum to the EIR is the appropriate CEQA document.

## **E. DISCUSSION**

This Addendum can be very narrowly focused in its discussion as the only modification to the Project is the actual paving of a portion of Saratoga Way to four lanes. Since the Project Description included the grading necessary for a four lane road the physical impacts associated with the construction of a four lane roadway, such as drainage, wetlands and habitat impacts were adequately addressed in the EIR. The remaining potential impacts would be limited to traffic and should the added roadway result in additional trips or queuing at the intersection, noise and air quality could be impacted. Since there would be no appreciable impact, or any impact different than outlined in the EIR on biological resources, land use/planning, population/housing, agriculture; cultural resources, mineral resources, public services, utilities, geology/soils, hydrology/water quality, or recreation, these topics are not discussed.

The traffic impacts of the Project, together with foreseeable cumulative traffic resulting from projected growth, were thoroughly modeled, arriving at a conclusion that Saratoga Way would operate at an acceptable level of service as a two lane facility in the configuration as shown in the EIR. It is significant that the added condition only provides for constructing four lanes over a portion of the length of the road, essentially moving the point at which the road will transition to a two lane road. There is no evidence, nor a reasonable argument, that moving the point of transition to two lanes will not have the effect of attracting any additional traffic trips to the roadway. Absent additional traffic on the roadway it is reasonable to assume that traffic related noise or air quality impacts would not exceed those addressed in the EIR.

The widening of the roadway will impact the design of the intersection of Saratoga Way and Wilson Blvd to provide for the transition from four to two lanes. Although no significant impacts are anticipated, the County will review the design of the intersection and the lane transitions to ensure that no traffic or safety concerns are raised. As a means to ensure mitigation for traffic related impacts on off-site improvements, Condition of Approval #50 was added to the Project which provides for supplemental traffic analysis with the submittal of final maps within

the Project. If concerns are raised with respect to the design of the intersection and transitions, such supplemental study may address those concerns.

## **F. CONCLUSION**

On the basis of the discussion above, the widening of a portion of Saratoga Way will not trigger any conditions requiring further CEQA review. Thus this Addendum satisfies the requirements of CEQA Guidelines 15162 and 15164. The modification to the Project does not introduce new significant environmental effects, substantially increase the severity of previously identified environmental effects, or show that mitigation measures or alternatives previously found not to be feasible would in fact be feasible. The analyses and conclusions in the EIR remain current and valid.