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Date: February 9, 2017

To: Board of Supervisors

From: Lillian MacLeod, Principal Planner

Subject: A11-0006/Z11-0008/PD11-0006/TM11-1505/DA14-0001/Dixon Ranch;
Proposed Revisions

The purpose of this memorandum is to transmit proposed revisions to the following Dixon Ranch Residential Subdivision documents:

1. Conditions of Approval
2. Mitigation Measures
3. Mitigation Monitoring and Reporting Program
4. CEQA Findings of Fact and Statement of Overriding Considerations
5. Tentative Map General Plan Consistency Findings

The Community Development Agency, Development Services Department finds that the Dixon Ranch Residential Subdivision (“Dixon Ranch project”) is required to comply with Measure E, adopted by the voters on June 7, 2016 with an effective date of July 29, 2016. Measure E resulted in amendments to Policies in the County General Plan Transportation Element, specifically Policies TC-Xa, TC-Xf, and TC-Xg. The Dixon Ranch project includes a Tentative Map application (TM11-1505) which is required to be found in compliance with the General Plan by the Subdivision Map Act and local Subdivision Ordinance.

The Department finds that the Dixon Ranch project is consistent with the General Plan, as described in the staff report of December 10, 2015 and as amended by this Memorandum in order to fully to address compliance with the Measure E policy changes to TC-Xa, TC-Xf, and TC-Xg. The Department finds that the Dixon Ranch project is consistent with Measure E’s Policy TC-Xa-3 because an Environmental Impact Report was prepared for the project that identified all the project’s impacts from traffic, including a cumulative traffic scenario. The project’s cumulative impacts are addressed in the County’s adopted Capital Improvement Program (December 6, 2016) and the companion Traffic Impact Mitigation Fee Program (Ordinance 5045). However, the Board need not rely solely on this particular analysis and application of Measure E to conclude that the Dixon Ranch project complies with Policy TC-Xa-

3, as the Dixon Ranch project can also be found consistent with Measure E because the project will construct all road improvements necessary to mitigate the project's traffic impacts prior to issuance of the first building permit.

The Dixon Ranch project is unique in that it is a relatively large project; is located along the Green Valley Road Corridor in the El Dorado Hills Community Region; and includes an application for a Development Agreement. These characteristics allow the project EIR to identify impacts, such as widening portions of Green Valley Road from two lanes to four lanes, which would implement Measure E policies. The factor of critical importance is that the road improvements identified can and will be constructed by the project prior to the traffic impacts from the Dixon Ranch project impacting County roadways. The Dixon Ranch project's combination of mitigation measures, conditions of approval, and Development Agreement require that the traffic improvements necessary to comply with Measure E are implemented prior to issuance of the first residential building permit, thus assuring that improvements are built before any impacts are created.

As a result of this analysis, the following revisions are being proposed to the recommended conditions of approval, Mitigation Measures, mitigation monitoring and reporting program (MMRP), CEQA Findings of Fact and Statement of Overriding Considerations, and the Tentative Map General Plan Consistency Findings as an errata sheet. Text denoted in single underline/strikeout format was recommended for approval at the Planning Commission hearing on January 14, 2016. The revised text being proposed subsequent to the hearing is denoted in double underline/strikeout format.

1. CONDITIONS OF APPROVAL:

22. **Access at "A" Drive:** Access at "A" Drive, including turn pocket improvements to Green Valley Road shall be constructed with the first Small-Lot final map. A traffic signal shall be installed at the Green Valley Road / "A" Drive intersection.

In order to ensure proper timing for the installation of traffic signal controls, the applicant shall be responsible to perform traffic signal warrants at the Green Valley Road / "A" Drive Intersection in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application) with each final map.

If traffic signal warrants are met at the time of application for final map (including the lots proposed by that final map), the applicant shall construct the improvements prior to issuance of the first ~~certificate of occupancy~~ building permit for any lot within that final map.

~~If traffic signal warrants are not met u~~ Upon application for the final map for the 351st lot, ~~last final map within the project,~~ the project applicant shall ~~pay its TIM fees toward the installation of a~~ the traffic signal control at this intersection. ~~In which case, payment of TIM fees is considered to be the project's proportionate fair share towards this improvement.~~

If the traffic signal control at this intersection is constructed by the County or others prior to triggering warrants by the project, payment of TIM fees is considered to be the project's proportionate fair share towards this improvement."

25. Off-Site Improvements: All necessary off-site roadway improvements are identified in the project mitigation measures (MM). Where timing of mitigation is specified in the Development Agreement, the terms of the Development Agreement shall take precedence over these Conditions of Approval.

In order to ensure proper timing for construction of the improvements the subdivider shall perform a supplemental traffic analysis in conjunction with each final map application. The supplemental traffic analysis shall be based on the Existing Conditions Analysis documented in the project EIR, plus traffic from any previously recorded project final maps, plus traffic generated by the final map to be filed at that time. In addition, the analysis shall include the ambient traffic growth (external trips) based on the Near Term analysis in the project EIR, interpolated to the anticipated filing date for that final map.

If the supplemental traffic analysis indicates that the County's LOS policies would be exceeded, the applicant shall construct the mitigation improvements prior to issuance of the first building permit for any lot within that final map.

Building permits for model homes may be issued prior to construction of the required off-site improvements.

The requirement for supplemental traffic analysis for a final map may be waived by the County Engineer if the developer agrees to construct all necessary off-site improvements in conjunction with that final map.

Once the required off-site mitigation improvements are constructed, no further supplemental traffic analysis will be required.

~~In order to ensure timely implementation of off-site roadway improvements, the project shall prepare a Design Traffic Study for each Small-Lot final map. The Design Traffic Studies shall identify implementation timing for each mitigation measure identified in the EIR, which is required by the level of development in each Small-Lot final map.~~

The improvement plans for each Small-Lot final map shall contain within the plans, or by separate plan set, the off-site roadway improvements identified in the ~~Design~~ Supplemental Traffic Study Analysis, and such improvements shall be completed in accordance with a Subdivision Improvement Agreement or Road Improvement Agreement between the applicant and County. ~~Alternatively, if the mitigating off-site roadway improvements are included in the County's CIP, and construction of such improvements are scheduled to commence within the 10-year CIP, the project shall pay its Traffic Impact Mitigation Fees in place at the time a building permit is issued.~~

The project may be eligible for reimbursement for any off-site improvements where such improvements are funded by the County's Traffic Impact Mitigation (TIM) Fee. Reimbursement, or the terms of reimbursement, is subject to the County's TIM Fee Reimbursement Policy and to specific approval by the Board of Supervisors, unless otherwise specified in the Development Agreement.

2. MITIGATION MEASURES:

TRANS-4: Intersection #4, Green Valley Road/Loch Way. The project applicant shall be responsible for complete the addition of a two-way left-turn lane along Green Valley Road in the immediate vicinity of the intersection with Loch Way. This improvement would provide a left-turn lane for westbound traffic on Green Valley Road to turn left onto Loch Way and would allow for vehicles making a northbound left-turn movement from Loch Way onto Green Valley Road to clear eastbound traffic and wait for a gap in westbound traffic to merge onto westbound Green Valley Road. The project EIR forecasts that by 2018 the LOS for this intersection will reach LOS F in the AM Peak without the project and LOS F in the PM Peak with the project. Accordingly, to ensure that the project constructs all road improvements necessary to maintain or attain LOS E, these improvements shall be substantially completed to the satisfaction of the County Transportation Division before the first building permit is issued for the project.

TRANS-5: Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road. In addition to implementation of Mitigation Measures TRANS-1 and TRANS-3, the project applicant shall complete pay TIM fees towards the installation of an additional through lane in each direction along Green Valley Road, if this improvement is included in the 10-year County CIP. Payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact. If the additional through lanes are not included in the 10-year CIP prior to this impact being triggered (issuance of the first building permit), the applicant shall construct the improvements and The applicant may be eligible for fee credits and/or reimbursement of costs in excess of the project's fair share, subject to a reimbursement agreement with the County. The project EIR forecasts that by 2025, the LOS for this intersection will reach LOS F in the AM and PM Peak Hours without the project. Accordingly, to ensure that the project constructs all road improvements necessary to maintain or attain LOS E, unless already completed by the County's CIP, these improvements shall be substantially completed to the satisfaction of the County Transportation Division before the first building permit is issued for the project.

TRANS-7: Intersection #7, Green Valley Road/Deer Valley Road. In order to ensure proper timing for the installation of the traffic signal control, the applicant shall be responsible to perform traffic signal warrants and LOS analysis at this intersection with each final map in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application). If traffic signal warrants are met, or LOS E reached at the intersection at the time of application for final map (including the lots proposed by that final map), the applicant shall construct the improvements prior to issuance of the first certificate of occupancy building permit for any lot within that final map.

If traffic signal warrants are not met or LOS E is not reached upon application for the ~~last~~ final map for the 351st lot, ~~within the project, the project applicant shall pay its TIM fees toward the installation of a traffic signal control at this intersection. Payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact. last final map within the project, the project applicant shall pay its TIM fees toward the installation of a the traffic signal control at this intersection prior to issuance of the first building permit for any lot within that final map. In which case, payment of TIM fees is considered to be the project's proportionate fair share towards this improvement.~~

If the traffic signal control at this intersection is constructed by the County or others prior to triggering of mitigation by the project, payment of TIM fees is considered to be the projects proportionate fair share towards mitigation of this impact.

Traffic signal controls constructed by the project applicant may be eligible for reimbursement of costs in excess of the project's fair share, subject to a reimbursement agreement with the County.

TRANS-8: Intersection #24, Silva Valley Parkway/Appian Way. In order to ensure proper timing for the installation of the traffic signal control, the applicant shall be responsible to perform traffic signal warrants and LOS analysis at this intersection with each final map in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application). If traffic signal warrants are met, or LOS F reached at the intersection at the time of application for final map (including the lots proposed by that final map), the applicant shall construct the improvements prior to issuance of the first ~~certificate of occupancy~~ building permit for any lot within that final map.

If traffic signal warrants are not met or LOS F is not reached upon application for the ~~last~~ final map for the 351st lot, ~~within the project, the project applicant shall pay its TIM fees toward the installation of a traffic signal control at this intersection. Payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact. last final map within the project, the project applicant shall pay its TIM fees toward the installation of a the traffic signal control at this intersection prior to issuance of the first building permit for any lot within that final map. In which case, payment of TIM fees is considered to be the project's proportionate fair share towards this improvement.~~

If the traffic signal control at this intersection is constructed by the County or others prior to triggering of mitigation by the project, payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact.

Traffic signal controls constructed by the project may be eligible for reimbursement of costs in excess of the project's fair share, subject to a reimbursement agreement with the County.

TRANS-9: The applicant shall construct intersection improvements as described below:

- **Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road.**

WBL: If this improvement is not constructed with TRANS-5 prior to issuance of the project's first building permit, the westbound left-turn pocket at this intersection from Green Valley Road to El Dorado Hills Boulevard shall be extended to 250 feet (from 105 feet) to accommodate future traffic projections. This extension would require widening Green Valley Road between El Dorado Hills Boulevard and Silva Valley Parkway. The documented queuing currently is utilizing the entire storage space between intersections, but is not exceeding it. This queuing would exceed the storage capacity with future traffic, as well as with the addition of the proposed project. These improvements shall be substantially completed to the satisfaction of the County Transportation Division before issuance of the first building permit for the project. To the extent the cost of this improvement exceeds the project's proportionate fair share, the applicant may be eligible for reimbursement, subject to a reimbursement agreement with the County.

WBT/R: If this improvement is not constructed with TRANS-5 prior to issuance of the project's first building permit, to accommodate the westbound through queue, an additional westbound through lane shall be provided on Green Valley Road between El Dorado Hills Boulevard and Silva Valley Parkway that is long enough to accommodate the anticipated queuing and other operational considerations. These improvements shall be substantially completed to the satisfaction of the County Transportation Division before issuance of the first building permit for the project. To the extent the cost of this improvement exceeds the project's proportionate fair share, the applicant may be eligible for reimbursement, subject to a reimbursement agreement with the County.

NBT/R: The northbound through queue extends beyond the next intersection to the south, Timberline Ridge Drive. To prevent blocking of traffic entering and exiting Timberline Ridge Drive, "Keep Clear" markings shall be added to northbound El Dorado Hills Boulevard lanes in front of the Timberline Ridge Drive intersection. There is approximately 960 feet beyond Timberline Ridge Drive until the next intersection to the south that would accommodate the queue. These improvements shall be substantially completed to the satisfaction of the County Transportation Division before the first building permit is issued for the project.

- **Intersection #12, El Dorado Hills Boulevard/Francisco Drive**

SBT: The southbound through queue extends beyond the next intersection to the north, Telegraph Hill Road. To prevent blocking of traffic entering and exiting Telegraph Hill Road, "Keep Clear" markings shall be added to southbound El Dorado Hills Boulevard lanes in front of the Telegraph Hill Road intersection. There is approximately 440 feet beyond Telegraph Hill Road until the next intersection to the north that would accommodate the queue. These improvements shall be substantially completed to the satisfaction of the County Transportation Division before the first building permit is issued for the project.

3. MITIGATION MONITORING AND REPORTING PROGRAM:

All changes in Section 2 (Mitigation Measures) will be updated in the Mitigation Monitoring and Reporting Program.

The “Timing of Verification” column shall be revised for MM-TRANS 1 through TRANS 6 to read, as follows:

“Prior to issuance of ~~occupancy~~ building permits.”

4. CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS:

Page i:

The Final Environmental Impact Report (Final EIR) prepared by El Dorado County (County) for the Dixon Ranch Residential Project (project) consists of the Draft EIR, ~~and the~~ Response to Comments Document on the Draft EIR, including text changes to the Draft EIR identified in the Response to Comments Document, and the Addendum to the Final EIR. The Final EIR identifies significant environmental impacts that will result from implementation of the project. The Final EIR identified a total of 29 significant impacts; implementation of the identified mitigation measures would reduce 20 of these impacts to less-than-significant levels. The Final EIR identified 9 significant and unavoidable environmental impacts. For several of these significant and unavoidable impacts, feasible mitigation measures have been identified that will reduce these impacts to less-than-significant levels.

Page ii:

Additionally, the Board of Supervisors of El Dorado County also finds that there are no circumstances under Public Resources Code Section 21166 and CEQA Guidelines Section 15162 requiring preparation of a supplemental or subsequent EIR.

Page 3:

The County’s Findings with respect to the project’s significant effects and mitigation measures are set forth below. The discussion below does not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, the discussion provides a summary description of each potentially significant impact, describes the applicable mitigation measures identified in the ~~Draft EIR or~~ Final EIR and adopted by the County, and states the County’s Findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the ~~Draft EIR and~~ Final EIR, and these findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final EIR’s determinations regarding mitigation measures and the project’s impacts and mitigation measures designed to address those impacts. Some mitigation measures have been edited for clarity, enforceability, and to ensure that

mitigation is required to the extent feasible. These edits do not materially alter the mitigation measures set forth in the Final EIR, and they do not cause any new or substantially more severe significant environmental impacts. In making these Findings, the County ratifies, adopts, and incorporates into these Findings the analysis and explanations in the Draft EIR and Final EIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Draft EIR and Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these Findings.

Page 4:

- Dixon Ranch Residential Project Application materials;
- Notice of Preparation and all other public notices issued by the County in conjunction with the project (see Appendix A of the Draft EIR for the Notice of Preparation);
- The Public Review Draft EIR and supporting documentation prepared for the proposed project (Appendix A through G and the Draft EIR), dated November 2014 (State Clearinghouse # 2012062023);
- All written comments submitted by agencies, organizations and members of the public during the public comment period on the Draft EIR, and responses to those comments (see Response to Comments Document, dated November 2015) (State Clearinghouse # 2012062023);
- The Appendices to the Response to Comments Document, distributed on November 25, 2015.
- The Addendum to the Final EIR dated August 25, 2016.
- The Mitigation Monitoring and Reporting Program (MMRP) for the project;
- The Staff Report for the December 10, 2015, Planning Commission meeting;
- The Staff ~~Report~~ Memorandum dated January 26, 2017 for the ~~January 12~~ February 14, 2017, Board of Supervisors meeting;
- All findings and resolutions adopted by the County in connection with the project, and all documents cited or referred therein;
- All final reports, studies, memoranda, maps, correspondence, and all planning documents prepared by the County, or the consultants, or responsible or trustee agencies with respect to: a) the County's compliance with CEQA; b) development of the project; or c) the County's action on the project;
- All documents submitted to the County by agencies or members of the public in connection with development of the project; and
- Any other materials required for the record of proceedings by Public Resources Code Section 21167.6 (e).

The official custodian of the record is the County Clerk located at 370 Fair Lane, Placerville, California.

Pages 5-6:

The project site comprises four parcels which include APNs: 126-020-01, 126-020-02, 126-020-03, 126-020-04, and 126-150-23. The project site is south of Green Valley Road, near its intersection with Malcolm Dixon Road. The project is generally surrounded by residential uses. Existing or approved adjacent subdivisions include Green Springs Ranch to the east and southeast, Serrano to the southwest, and Highland View to the west.

The proposed project would subdivide approximately 280 acres, creating 605 residential lots. One existing vacant and dilapidated residence on the project site would be demolished. One 5-acre lot would be created, which would include the existing Dixon Residence; other than the creation of the 5-acre parcel, no changes to the Dixon Residence are proposed as part of the project. The proposed project would result in the creation of 605 residential parcels containing 604 new single-family detached residential units and the retention of the Dixon Residence. Approximately 160 of these units would be age restricted to older adults. The project includes approximately 84 acres (30 percent) of open space, including parks, trails, landscaped lots, and native open spaces. The project includes on-site and off-site infrastructure to serve the development. Construction of a clubhouse for the age restricted units is also proposed. The project would be divided into two phases that relate to ~~resolution of issues associated with the County's Oak Woodland Management Plan~~ the level of approvals granted to each phase.

Required project approvals would include: a General Plan Amendment (File No. A11-0006); Zone Change (File No. Z11-0008); Planned Development (File No. PD11-0006); Tentative Map (File No. TM11-1505); Development Agreement (File No. DA14-0001); annexation into the El Dorado Irrigation District; annexation into the El Dorado Hills Community Service District; and annexation into the El Dorado Hills County Water District (El Dorado Hills Fire Department).

Pages 6-10

SECTION 3.0 EFFECTS DETERMINED TO BE MITIGATED TO LESS-THAN-SIGNIFICANT LEVELS

The Draft EIR identified certain potentially significant effects that could result from the project. However, the County finds for each of the significant or potentially significant impacts identified in this section that, based upon substantial evidence in light of the whole record, changes or alterations have been required or incorporated into the project which will reduce these significant or potentially significant effects to less-than-significant levels. Adoption of the recommended mitigation measures will effectively make the mitigation measures part of the project.

3.1 TRANSPORTATION AND CIRCULATION

On July 29, 2016, Measure E, adopted by voters on June 7, 2016, went into effect. Measure E amended Policies in the County General Plan Transportation Element, specifically Policies TC-Xa, TC-Xf, and TC-Xg. The Dixon Ranch project includes a Tentative Map application (TM11-1505) which is required to be found in compliance with the General Plan by the Subdivision Map Act and local Subdivision Ordinance. To ensure consistency with General Plan policies amended by Measure E, specifically Policies TC-Xa, TC-Xf, and TC-Xg, the Dixon Ranch Project would be required to construct all road improvements necessary to mitigate the project's traffic impacts prior to issuance of the first building permits. This requirement is reflected in revised Mitigation Measures TRANS-4, TRANS-5, TRANS-7, TRANS-8, and TRANS-9.

As discussed in the Final EIR, the off-site improvements identified in the County's CIP, including those set forth in Mitigation Measure TRANS-5, are independent projects, which the County has separately approved as part of the CIP. (See Final EIR, pp. 248-249.) The County has long planned for the offsite improvements identified in Mitigation Measure TRANS-5, discussed below, and those improvements are included in the El Dorado County Western Slope Roadway CIP and Traffic Impact Mitigation (TIM) Fee Program Update. On December 6, 2016, the Board of Supervisors certified a Final Program EIR for the CIP/TIM Update (SCH No. 2016022018), and adopted CEQA Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP) (Board Resolution No. 189-2016). The offsite transportation improvements that are included in the CIP, including those set forth in Mitigation Measure TRANS-5, were evaluated in the CIP/TIM Update Program EIR. The Program EIR concluded that, except for impacts to historical resources (not relevant to the Dixon Ranch transportation mitigation measures), the CIP/TIM Update would not result in significant and unavoidable environmental effects. Any off-site transportation improvements that are included in the CIP/TIM Update, including those that will be implemented, or partially implemented, by the Dixon Ranch Project, would be required to comply with the mitigation measures adopted by the County for the CIP/TIM Update. Although, to meet the intent of Measure E, the Dixon Ranch Project may accelerate the timing of certain offsite improvements included in the CIP/TIM Update, this does not alter the environmental conclusions in the CIP/TIM Update EIR. As discussed below, the Dixon Ranch project's temporary significant and unavoidable traffic impacts have been reduced to less than significant with the revisions to Mitigation Measure TRANS-4, TRANS-5, TRANS-7, TRANS-8, and TRANS-9.

Impact TRANS-1: Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road, would operate at LOS F during the AM peak hour with the proposed project under the Existing (2013) Plus Proposed Project scenario. This is a significant impact.

Mitigation Measure TRANS-1: The project applicant shall be responsible for either: (1) paying appropriate TIM fees for the improvements as identified by the County; or (2) modifying the lane configuration on the southbound approach to result in one left-turn lane, one through lane, and one right-turn lane. These improvements are subject to review and approval by the Community Development Agency, Transportation Division.

Findings for Impact TRANS-1: Mitigation Measure TRANS-1 requires that the project applicant be responsible for payment of TIM fees to the County for the identified improvements or to construct the modifications to Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road. As shown in Table IV.C-4 of the Draft EIR, modifying the lane configuration on the southbound approach to one left-turn lane, one through lane, and one right-turn lane results in the intersection operating at LOS D during the AM peak hour, and LOS E is acceptable within Community Regions. As of November 2015, the County anticipates this improvement to be constructed by the County within 2015, as identified in the County's CIP Project #73151. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure TRANS-1 will be incorporated into the project via conditions of approval, and will reduce Impact TRANS-1 to a less-than-significant level.

Impact TRANS-2: Intersection #12, El Dorado Hills Boulevard/Francisco Drive, would operate at LOS F during the AM and PM peak hours without the project, and the project contributes more than 10 peak hour trips to the intersection during both peak hours under the Existing (2013) Plus Proposed Project scenario. This is a significant impact.

Mitigation Measure TRANS-2: The project applicant shall pay TIM fees for the project consistent with the County's CIP program. Improvements to this intersection include the addition of an eastbound channelized right-turn lane on Francisco Drive and southbound receiving lane on El Dorado Hills Boulevard as identified in the County's CIP Project #71358 (Francisco Drive Right Turn Pocket). Completion is scheduled within the County's 10-year CIP. (~~SU [until the improvements are constructed] / LTS [after the improvements are constructed]~~)

Finding for Impact TRANS-2: The County finds that with implementation of Mitigation Measure TRANS-2, Impact TRANS-2 would be considered less-than-significant. This identified improvement has been constructed as of Fall 2015. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that the improvements identified in Mitigation Measure TRANS-2 have already been constructed, reducing Impact TRANS-2 to a less-than-significant level. Mitigation Measure TRANS-2 will be incorporated into the project via conditions of approval.

Impact TRANS-3: Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road operates at LOS F during the AM peak hour without the project, and the project contributes more than 10 peak hour trips to the intersection during the AM peak hour and results in LOS F during the PM peak hour under the Existing Plus Approved Projects (2018) Plus Proposed Project scenario. This is a significant impact.

Mitigation Measure TRANS-3: In addition to Mitigation Measure TRANS-1, the project applicant shall pay TIM fees for the project consistent with the County's CIP program. Additional improvements to this intersection include changing the northbound and southbound signal phasing from split-phased to concurrent protected left turns. This work

is included in the County's CIP Project #73151 (Green Valley Road Traffic Signal Interconnect).

Finding for Impact TRANS-3: Mitigation Measure TRANS-3 requires the Project to pay TIM fees for improvements to Intersection #2 that are included in the County's CIP Project #73151. As of the date of these findings, this improvement has been constructed, reducing Impact TRANS-2 to less-than-significant. Mitigation Measure TRANS-3 will be incorporated into the project via conditions of approval.

Impact TRANS-4: Intersection #4, Green Valley Road/Loch Way operates at LOS F during the PM peak hour with the project under the Existing Plus Approved Projects (2018) Plus Proposed Project scenario. This is a significant impact.

TRANS-4: Intersection #4, Green Valley Road/Loch Way. The project applicant shall be responsible for complete the addition of a two-way left-turn lane along Green Valley Road in the immediate vicinity of the intersection with Loch Way. This improvement would provide a left-turn lane for westbound traffic on Green Valley Road to turn left onto Loch Way and would allow for vehicles making a northbound left-turn movement from Loch Way onto Green Valley Road to clear eastbound traffic and wait for a gap in westbound traffic to merge onto westbound Green Valley Road. The project EIR forecasts that by 2018 the LOS for this intersection will reach LOS F in the AM Peak without the project and LOS F in the PM Peak with the project. Accordingly, to ensure that the project constructs all road improvements necessary to maintain or attain LOS E, these improvements shall be substantially completed to the satisfaction of the County Transportation Division before the first building permit is issued for the project.

Findings for Impact TRANS-4: Mitigation Measure TRANS-4 requires the applicant be responsible for modifications to Intersection #4, Green Valley Road/Loch Way. As shown in Table IV.C-6, the addition of a two-way left-turn lane along Green Valley Road in the immediate vicinity of the intersection with Loch Way results in the intersection operating at LOS C during the PM peak hour in the Existing Plus Approved Projects (2018) Plus Proposed Project scenario. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to CEQA Guidelines Section 15091(a)(1), the County finds that Mitigation Measure TRANS-4 will be incorporated into the project via conditions of approval, and will reduce Impact TRANS-4 to a less-than-significant level.

Impact TRANS-5: Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road, operates at LOS F during the AM and PM peak hours without the project, and the project contributes more than 10 peak hour trips to the intersection during both peak hours under the Cumulative (2025) Plus Proposed Project scenario. This is a significant impact.

TRANS-5: Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road. In addition to implementation of Mitigation Measures TRANS-1 and TRANS-3, the project applicant shall complete the installation of an additional through lane in each

direction along Green Valley Road. The applicant may be eligible for fee credits and/or reimbursement of costs in excess of the project's fair share, subject to a reimbursement agreement with the County. The project EIR forecasts that by 2025, the LOS for this intersection will reach LOS F in the AM and PM Peak Hours without the project. Accordingly, to ensure that the project constructs all road improvements necessary to maintain or attain LOS E, unless already completed by the County's CIP, these improvements shall be substantially completed to the satisfaction of the County Transportation Division before the first building permit is issued for the project.

Findings for Impact TRANS-5: Mitigation Measure TRANS-5 requires the applicant to complete the installation of an additional through lane in each direction along Green Valley Road. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to CEQA Guidelines Section 15091(a)(1), the County finds that Mitigation Measure TRANS-5 will be incorporated into the project via conditions of approval, and will reduce Impact TRANS-5 to a less-than-significant level.

Impact TRANS-6: Intersection #4, Green Valley Road/Loch Way, would operate at LOS F during the PM peak hour with the project under the Cumulative (2025) Plus Proposed Project scenario. This is a significant impact.

Mitigation Measure TRANS-6: Implement Mitigation Measure TRANS-4.

Findings for Impact TRANS-6: Mitigation Measure TRANS-6 requires the applicant be responsible for modifications to Intersection #4, Green Valley Road/Loch Way. As shown in Table IV.C-10, the addition of a two-way left-turn lane along Green Valley Road in the immediate vicinity of the intersection with Loch Way results in the intersection operating at LOS C during the PM peak hour in the Cumulative (2025) Plus Proposed Project scenario. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to CEQA Guidelines Section 15091(a)(1), the County finds that Mitigation Measure TRANS-6 will be incorporated into the project via conditions of approval, and will reduce Impact TRANS-6 to a less-than-significant level.

Impact TRANS-7: Intersection #7, Green Valley Road/Deer Valley Road, operates at LOS E during the PM peak hour without the project, and the project contributes more than 10 peak hour trips to the intersection during the PM peak hour under the Cumulative (2025) Plus Proposed Project scenario. This is a potentially significant impact.

Mitigation Measure TRANS-7: In order to ensure proper timing for the installation of the traffic signal control, the applicant shall be responsible to perform traffic signal warrants and LOS analysis at this intersection with each final map in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application). If traffic signal warrants are met, or LOS E reached at the intersection at the time of application for final map (including the lots proposed by that final map), the applicant

shall construct the improvements prior to issuance of the first ~~certificate of occupancy~~ building permit for any lot within that final map.

If traffic signal warrants are not met or LOS E is not reached upon application for the ~~last~~ final map ~~for the 351st lot, within the project, the project applicant shall pay its TIM fees toward the installation of a traffic signal control at this intersection. Payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact. last final map within the project, the project applicant shall pay its TIM fees toward the installation of a~~ the traffic signal control at this intersection prior to issuance of the first building permit for any lot within that final map. In which case, payment of TIM fees is considered to be the project's proportionate fair share towards this improvement.

If the traffic signal control at this intersection is constructed by the County or others prior to triggering of mitigation by the project, payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact.

Traffic signal controls constructed by the project applicant may be eligible for reimbursement of costs in excess of the project's fair share, subject to a reimbursement agreement with the County.

Findings for Impact TRANS-7: Mitigation Measure TRANS-7 requires the project applicant to perform traffic signal warrants and LOS analysis at Intersection #7, Green Valley Road/Deer Valley Road with each final map in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application). If traffic signal warrants are met, or LOS E reached at the intersection at the time of application for final map (including the lots proposed by that final map), the applicant shall construct the improvements. If traffic signal warrants are not met or LOS E is not reached upon application for the ~~last~~ final map ~~for the 351st lot, within the project, the project applicant shall pay its TIM fees toward the installation of a traffic signal control at this intersection. Payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact. last final map within the project, the project applicant shall pay its TIM fees toward the installation of a~~ the traffic signal control at this intersection prior to issuance of the first building permit for any lot within that final map. As shown in Table IV.C-10 of the Draft EIR, this mitigation measure results in the intersection operating at LOS A during the PM peak hour. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure TRANS-7 will be incorporated into the project via conditions of approval, and will reduce Impact TRANS-7 to a less-than-significant level.

Impact TRANS-8: Intersection #24, Silva Valley Parkway/Appian Way, operates at LOS F during the PM peak hour without the project, and the project contributes more than 10 peak hour trips to the intersection during the PM peak hour and results in LOS F during

the AM peak hour under the Cumulative (2025) Plus Proposed Project scenario. This is a significant impact.

Mitigation Measure TRANS-8: In order to ensure proper timing for the installation of the traffic signal control, the applicant shall be responsible to perform traffic signal warrants and LOS analysis at this intersection with each final map in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application). If traffic signal warrants are met, or LOS F reached at the intersection at the time of application for final map (including the lots proposed by that final map), the applicant shall construct the improvements prior to issuance of the first ~~certificate of occupancy~~ building permit for any lot within that final map.

If traffic signal warrants are not met or LOS F is not reached upon application for the ~~last~~ final map for the 351st lot, within the project, the project applicant shall pay its TIM fees toward the installation of a traffic signal control at this intersection. Payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact. ~~last final map within the project, the project applicant shall pay its TIM fees toward the installation of a~~ the traffic signal control at this intersection prior to issuance of the first building permit for any lot within that final map. In which case, payment of TIM fees is considered to be the project's proportionate fair share towards this improvement.

If the traffic signal control at this intersection is constructed by the County or others prior to triggering of mitigation by the project, payment of TIM fees is considered to be the projects proportionate fair share towards mitigation of this impact.

Traffic signal controls constructed by the project may be eligible for reimbursement of costs in excess of the project's fair share, subject to a reimbursement agreement with the County.

Findings for Impact TRANS-8: Mitigation Measure TRANS-8 requires the project applicant to perform traffic signal warrants and LOS analysis at Intersection #24, Silva Valley Parkway/Appian Way with each final map in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application). If traffic signal warrants are met, or LOS F reached at the intersection at the time of application for final map (including the lots proposed by that final map), the applicant shall construct the improvements. If traffic signal warrants are not met or LOS F is not reached upon application for the ~~last~~ final map for the 351st lot, within the project, the project applicant shall pay its TIM fees toward the installation of a traffic signal control at this intersection. Payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact. ~~last final map within the project, the project applicant shall pay its TIM fees toward the installation of a~~ the traffic signal control at this intersection prior to issuance of the first building permit for any lot within that final map. In which case, payment of TIM fees is considered to be the project's proportionate fair share towards this improvement.

Impact TRANS-9: Implementation of the proposed project would add additional queue lengths to various intersections. This would result in a significant impact.

Mitigation Measure TRANS-9: The applicant shall construct intersection improvements as described below:

- **Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road.**

WBL: If this improvement is not constructed with TRANS-5 prior to issuance of the project's first building permit, the westbound left-turn pocket at this intersection from Green Valley Road to El Dorado Hills Boulevard shall be extended to 250 feet (from 105 feet) to accommodate future traffic projections. This extension would require widening Green Valley Road between El Dorado Hills Boulevard and Silva Valley Parkway. The documented queuing currently is utilizing the entire storage space between intersections, but is not exceeding it. This queuing would exceed the storage capacity with future traffic, as well as with the addition of the proposed project. These improvements shall be substantially completed to the satisfaction of the County Transportation Division before issuance of the first building permit for the project. To the extent the cost of this improvement exceeds the project's proportionate fair share, the applicant may be eligible for reimbursement, subject to a reimbursement agreement with the County.

WBT/R: If this improvement is not constructed with TRANS-5 prior to issuance of the project's first building permit, to accommodate the westbound through queue, an additional westbound through lane shall be provided on Green Valley Road between El Dorado Hills Boulevard and Silva Valley Parkway that is long enough to accommodate the anticipated queuing and other operational considerations. These improvements shall be substantially completed to the satisfaction of the County Transportation Division before issuance of the first building permit for the project. To the extent the cost of this improvement exceeds the project's proportionate fair share, the applicant may be eligible for reimbursement, subject to a reimbursement agreement with the County.

NBT/R: The northbound through queue extends beyond the next intersection to the south, Timberline Ridge Drive. To prevent blocking of traffic entering and exiting Timberline Ridge Drive, "Keep Clear" markings shall be added to northbound El Dorado Hills Boulevard lanes in front of the Timberline Ridge Drive intersection. There is approximately 960 feet beyond Timberline Ridge Drive until the next intersection to the south that would accommodate the queue. These improvements shall be substantially completed to the satisfaction of the County Transportation Division before the first building permit is issued for the project.

- **Intersection #12, El Dorado Hills Boulevard/Francisco Drive**

SBT: The southbound through queue extends beyond the next intersection to the north, Telegraph Hill Road. To prevent blocking of traffic entering and exiting Telegraph Hill

Road, “Keep Clear” markings shall be added to southbound El Dorado Hills Boulevard lanes in front of the Telegraph Hill Road intersection. There is approximately 440 feet beyond Telegraph Hill Road until the next intersection to the north that would accommodate the queue. These improvements shall be substantially completed to the satisfaction of the County Transportation Division before the first building permit is issued for the project.

Finding for Impact TRANS-9: The County finds that with implementation of the improvements described above required to be implemented by Mitigation Measure TRANS-9, Impact TRANS-9 would be considered less than significant. Pursuant to CEQA Guidelines Section 15091(a)(1), the County finds that Mitigation Measure TRANS-9 will be incorporated into the project via conditions of approval, and will reduce Impact TRANS-9 to a less-than-significant level.

Pages 14-15:

Mitigation Measure CULT-2: A qualified archaeologist shall monitor ground-disturbing project activities at the project site and along the off-site sewer alignment. Archaeological monitors must be empowered to halt construction activities at the location of the discovery to review possible archaeological materials and to protect the resource while the finds are being evaluated. Monitoring shall continue until, in the archaeologist’s judgment, archaeological deposits are not likely to be encountered.

If archaeological deposits are discovered during project activities, all work within 100 feet of the discovery shall be redirected until the archaeological monitor assesses the situation, consults with agencies as appropriate, and provides recommendations for the treatment of the discovery. Adverse effects to archaeological deposits should be avoided by project activities. If such deposits cannot feasibly be avoided, they shall be evaluated for their California Register of Historical Resources eligibility. If the deposits are not eligible, a determination shall be made as to whether it qualifies as a “unique archaeological resource” under CEQA. If the deposits are neither a historical nor unique archaeological resource, avoidance is not necessary. Adverse effects to significant sites that cannot feasibly be avoided, or sites that cannot feasibly be preserved, must be mitigated. Mitigation can include, but is not necessarily limited to, excavation of the deposit in accordance with a data recovery plan (see *CEQA Guidelines* Section 15126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; preparation of a report detailing the methods, findings, and significance of the archaeological site and associated materials; and accessioning of archaeological materials and a technical data recovery report at a curation facility.

- Upon completion of the monitoring, the archaeologist should prepare a report that describes the results of the monitoring, including any measures that may have been implemented for mitigation of impacts to significant archaeological deposits identified during monitoring. The report should be submitted to the El Dorado County Planning Division and the Northwest Information Center.

Page 20:

Mitigation Measure UTL-1: Prior to approval of any final subdivision map for the proposed project, the applicant shall secure a “will serve” letter or equivalent written verification from EID demonstrating the availability of sufficient water supply for the project pursuant to Government Code section 66473.7. (LTS)

Pages 28-30

SECTION 5.0 SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

The EIR identifies significant environmental impacts that will result from implementation of the project. The proposed project would result in several transportation impacts that ~~are~~ the EIR conservatively considered temporarily significant and unavoidable until the identified mitigation measure is implemented. As discussed in the introduction to these findings, the EIR’s conclusion that such temporary impacts are significant and unavoidable (until the improvement is constructed) is extremely conservative. Fair-share contributions to a mitigation fund are adequate mitigation if they “are part of a reasonable plan of actual mitigation that the relevant agency commits itself to implementing.” (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, 1187.) The County’s Capital Improvement Plan (CIP) is such a program. There is no requirement in CEQA that an EIR must include a time-specific schedule for the agency to complete the specified road improvements. (*Save Our Peninsula Committee v. Monterey County Board of Supervisors* (2001) 87 Cal.App.4th 99, 140–411 [upholding fee-based mitigation even though there may be temporary impacts while improvements are constructed.] All that is required by CEQA is a reasonable plan for mitigation. (*Sacramento Old City Association v. City Council* (1991) 229 Cal.App.3d 1011, 1032.) ~~Thus, in finding the temporary impacts are significant and unavoidable, the County is going above and beyond the requirements of CEQA.~~ Nevertheless, to ensure Project consistency with General Plan policies amended by Measure E, specifically Policies TC-Xa, TC-Xf, and TC-Xg, the Dixon Ranch Project would be required to construct all road improvements necessary to mitigate the project’s traffic impacts prior to issuance of the first building permits. This requirement is reflected in revised Mitigation Measures TRANS-4, TRANS-5, TRANS-7, TRANS-8, and TRANS-9. As such, the project’s temporary significant and unavoidable transportation impacts have all been reduced to less than significant.

In addition, ~~c~~Construction, operation, and cumulative air quality impacts were identified; the identified air quality mitigation measures would reduce the potential air quality impacts, but not to a less-than-significant level. Greenhouse gas emission impacts related to construction and operational periods of the project, as well as a conflict with a plan adopted for the purpose of reducing GHG emissions; mitigation measures are identified, but these impacts would still be considered significant and unavoidable. A significant unavoidable construction noise impact was also identified; while mitigation measures are described, the impact would still be considered significant and unavoidable.

For reasons set forth in the Statement of Overriding Considerations, however, the Board has determined that the significant, unavoidable effects of the proposed project are outweighed by its overriding benefits.

~~**Impact TRANS-3: Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road operates at LOS F during the AM peak hour without the project, and the project contributes more than 10 peak hour trips to the intersection during the AM peak hour and results in LOS F during the PM peak hour under the Existing Plus Approved Projects (2018) Plus Proposed Project scenario. This is a significant impact.**~~

~~Mitigation Measure TRANS-3: In addition to Mitigation Measure TRANS-1, the project applicant shall pay TIM fees for the project consistent with the County's CIP program. Additional improvements to this intersection include changing the northbound and southbound signal phasing from split-phased to concurrent protected left turns. This work is included in the County's CIP Project #73151 (Green Valley Road Traffic Signal Interconnect), and completion is scheduled within the County's 10-year CIP. (SU [until the improvements are constructed] / LTS [after the improvements are constructed])~~

~~Finding for Impact TRANS-3: The County finds that with implementation of Mitigation Measure TRANS-3, Impact TRANS-3 would be considered less than significant; however, construction of the improvement described in the mitigation measures may not occur prior to development of the project, in which case the project would result in a temporary significant and unavoidable traffic impact until the mitigation measure is implemented. Therefore, the County conservatively finds that although Mitigation Measure TRANS-3 will be incorporated into the project via conditions of approval, the project's transportation impact would remain temporarily significant and unavoidable until the mitigation measure is constructed.~~

~~**Impact TRANS-5: Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road, operates at LOS F during the AM and PM peak hours without the project, and the project contributes more than 10 peak hour trips to the intersection during both peak hours under the Cumulative (2025) Plus Proposed Project scenario. This is a significant impact.**~~

~~Mitigation Measure TRANS-5: In addition to implementation of Mitigation Measures TRANS-1 and TRANS-3, the project applicant shall pay TIM fees towards the installation of an additional through lane in each direction along Green Valley Road if this improvement is included in the 10-year County CIP. Payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact. If the additional through lanes are not included in the 10-year CIP prior to this impact being triggered (issuance of the first building permit), the applicant shall construct the improvements and may be eligible for reimbursement of costs in excess of the project's fair share, subject to a reimbursement agreement with the County. (SU [until the improvements are constructed] / LTS [after the improvements are constructed])~~

~~Finding for Impact TRANS-5: The County finds that with implementation of Mitigation Measure TRANS-5, Impact TRANS-5 would be considered less than significant; however, construction of the improvement described in the mitigation measures may not occur prior to development of the project, in which case the project would result in a temporary significant and unavoidable traffic impact until the mitigation measure is implemented. Therefore, the County conservatively finds that although Mitigation Measure TRANS-5 will be incorporated into the project via conditions of approval, the project's transportation impact would remain temporarily significant and unavoidable until the mitigation measure is constructed.~~

~~**Impact TRANS-9: Implementation of the proposed project would add additional queue lengths to various intersections. This would result in a significant impact.**~~

~~Mitigation Measure TRANS-9: The applicant shall construct intersection improvements as described below:~~

~~**Intersection #2, Green Valley Road/El Dorado Hills Boulevard/Salmon Falls Road**~~

- ~~● **WBL:** If this improvement is not constructed with TRANS-5 prior to issuance of the project's first building permit, the westbound left-turn pocket at this intersection from Green Valley Road to El Dorado Hills Boulevard shall be extended to 250 feet (from 105 feet) to accommodate future traffic projections. This extension would require widening Green Valley Road between El Dorado Hills Boulevard and Silva Valley Parkway. The documented queuing currently is utilizing the entire storage space between intersections, but is not exceeding it. This queuing would exceed the storage capacity with future traffic, as well as with the addition of the proposed project. To the extent the cost of this improvement exceeds the project's proportionate fair share, the applicant may be eligible for reimbursement. (SU [until the improvement is constructed] / LTS [after construction of the improvement is completed])~~
- ~~● **WBT/R:** If this improvement is not constructed with TRANS-5 prior to issuance of the project's first building permit, to accommodate the westbound through queue, an additional westbound through lane shall be provided on Green Valley Road between El Dorado Hills Boulevard and Silva Valley Parkway that is long enough to accommodate the anticipated queuing and other operational considerations. To the extent the cost of this improvement exceeds the project's proportionate fair share, the applicant may be eligible for reimbursement. (SU [until the improvement is constructed] / LTS [after construction of the improvement is completed])~~
- ~~● **NBT/R:** The northbound through queue extends beyond the next intersection to the south, Timberline Ridge Drive. To prevent blocking of traffic entering and exiting Timberline Ridge Drive, "Keep Clear" markings shall be added to northbound El Dorado Hills Boulevard lanes in front of the Timberline Ridge~~

~~Drive intersection. There is approximately 960 feet beyond Timberline Ridge Drive until the next intersection to the south that would accommodate the queue. (LTS)~~

~~**Intersection #12, El Dorado Hills Boulevard/Francisco Drive**~~

- ~~● **SBT:** The southbound through queue extends beyond the next intersection to the north, Telegraph Hill Road. To prevent blocking of traffic entering and exiting Telegraph Hill Road, “Keep Clear” markings shall be added to southbound El Dorado Hills Boulevard lanes in front of the Telegraph Hill Road intersection. There is approximately 440 feet beyond Telegraph Hill Road until the next intersection to the north that would accommodate the queue.~~

~~**Finding for Impact TRANS 9:** The County finds that with implementation of Mitigation Measure TRANS 9, Impact TRANS 9 would be considered less than significant; however, construction of the improvement described in the mitigation measures may not occur prior to development of the project, in which case the project would result in a temporary significant and unavoidable traffic impact until the mitigation measure is implemented. Therefore, the County conservatively finds that although Mitigation Measure TRANS 9 will be incorporated into the project via conditions of approval, the project’s transportation impact would remain temporarily significant and unavoidable until the mitigation measure is constructed.~~

Pages 44-45:

3. Environmental Benefits

A fundamental objective of El Dorado County’s General Plan is to direct intensive development to the identified Community Regions and Rural Centers. By directing growth to the Community Regions and Rural Centers, the General Plan helps protect the County’s agricultural lands, open space, and natural resources. The proposed project site is entirely within the urban limit line of the El Dorado Hills Community Region; the residential development proposed by the project furthers the County’s vision of compact growth, which in turn, protects the County’s important agricultural and natural resources located outside of the Community Regions and Rural Centers.

The project has been designed to avoid and substantially minimize environmental impacts. The project includes two detention basins at the southwest corner to mitigate flows to pre-project levels at that location. The project improvements and drainage crossings are designed to accomplish total avoidance of on-site verified jurisdictional wetlands. The existing ponds located along the alignment of Green Springs Creek would be substantially maintained in their current condition. The project ~~will be phased to~~ ensure consistency with County policies protecting oak woodlands. The project site is not designated prime farmland, unique farmland, or farmland of statewide importance, and the project site is not identified as “choice agricultural land” in the County’s General Plan.

5. TENTATIVE MAP GENERAL PLAN CONSISTENCY FINDINGS:

- 1.2.12 Policies TC-Xa, TC-Xd, TC-Xe, TC-Xf, TC-Xg, and TC-Xh (roadway levels of service concurrency) because impacts of the project were evaluated and verified by the CDA Transportation Division. The project traffic studies utilized assumptions representing a worst case scenario when viewing future cumulative traffic; and ~~the project, as mitigated and conditioned~~ provided in the Development Agreement and conditions of approval, is required by the County to either construct all of the identified improvements identified in the traffic studies as necessary to maintain acceptable levels of service for the project's impacts including those to mitigate projected cumulative traffic. (in which case the applicant may seek reimbursement) or, if the identified improvement is included in the County's 10 year Capital Improvement Plan (CIP) when the need for the improvement is triggered, pay the County's TIM fees. In accordance with Policy TC-Xa7, it is specifically found that the project is consistent with all of the provisions of TC-Xa and that the project will not result, or worsen a level of service F condition and that all improvements which are required to ensure this result shall be constructed before any impacts of the project occur.
- 3.9 The County has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources. Evidence supporting this finding includes, but is not limited to the CEQA Findings of Fact and Statement of Overriding Considerations adopted by the Board of Supervisors for the proposed project under CEQA.
- 3.10 The proposed tentative map has been designed to the extent feasible to provide for future passive or natural heating or cooling in the subdivision. The proposed development would be required to comply with the California Green Building Code as well as Mitigation Measure GHG-1, which requires buildings to exceed Green Energy Standards of the 2013 Green Building Standards Code.