MITIGATED NEGATIVE DECLARATION

FILE: A14-0005/Z14-0009/TM14-1514

PROJECT NAME: El Dorado Springs 23 Tentative Subdivision Map

NAME OF APPLICANT: Standard Pacific Corporation

ASSESSOR'S PARCEL NO.: 117-010-05 **SECTION:** 14 **T:** 9N **R:** 8E

LOCATION: The subject property is located approximately 360 feet southwest corner of White Rock Road and Stonebriar Drive in El Dorado Hills

☒ **GENERAL PLAN AMENDMENT:** **FROM:** Multifamily Residential (MFR) **TO:** High Density Residential

☒ **REZONING:** **FROM:** Multifamily Residential-Design Control (RM-DC) District **TO:** One-Family Residential (R1) District

☒ **TENTATIVE PARCEL MAP** ☒ **SUBDIVISION TO SPLIT 21.65 ACRES INTO 58 LOTS**

SUBDIVISION (NAME): El Dorado Springs 23

☐ **SPECIAL USE PERMIT TO ALLOW:**

☒ **OTHER:**
Design waiver of the following El Dorado County Design and Improvement Standards Manual (DISM) standards:
A) Reduction Right-of-Way for A through C Drive from 50 feet to and 40 feet;
B) Reduction of road width for A through C Drive from 36 feet to 29 feet.
C) Allow driveway to be within 25' from a radius return, allow 10' wide driveway for single car garage and 16' wide driveway for two-car garage, omit 4' taper to back of curb; and
D) Reduce standard sidewalk width from 6-foot wide to 4-foot wide, on one side of the internal road only

REASONS THE PROJECT WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT:

☐ **NO SIGNIFICANT ENVIRONMENTAL CONCERNS WERE IDENTIFIED DURING THE INITIAL STUDY.**

☒ **MITIGATION HAS BEEN IDENTIFIED WHICH WOULD REDUCE POTENTIALLY SIGNIFICANT IMPACTS.**

☐ **OTHER:**

In accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), State Guidelines, and El Dorado County Guidelines for the Implementation of CEQA, the County Environmental Agent analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding, the Planning Department hereby prepares this MITIGATED NEGATIVE DECLARATION. A period of thirty (30) days from the date of filing this mitigated negative declaration will be provided to enable public review of the project specifications and this document prior to action on the project by COUNTY OF EL DORADO. A copy of the project specifications is on file at the County of El Dorado Planning Services, 2850 Fairlane Court, Placerville, CA 95667.

This Mitigated Negative Declaration was adopted by the ***(hearing body)*** **on** ***(date)*****.**

Executive Secretary

EXHIBIT J

The project consists of the following requests:

1) General Plan Amendment amending the land use designation from Multifamily Residential (MFR) to High Density Residential (HDR);

2) Rezone amending the zoning designation from Multifamily Residential-Design Control (RM-DC) District to One-Family Residential (R1) District;

3) Tentative map subdividing 21.65 acres property into 58 total lots consisting of 49 residential lots, one private road lot (Lot R1), future Right-of-Way lot (R2), and seven open space/landscape lots. The map includes a Phasing Plan for the financing or phasing of the residential development into two phases; and

4) Design waiver of the following Design and Improvement Standards Manual (DISM) standards:

   A) Reduction of Right-of-Way for A through C Drives from 50 feet to and 40 feet;

   B) Reduction of road width for A through C Drive from 36 feet to 29 feet.

   C) Allow driveway to be within 25 feet from a radius return, allow 10-foot wide driveway for single car garage and 16-foot wide driveway for two-car garage, and omit 4-foot taper to back of curb; and

   D) Reduce standard sidewalk width from 6-foot wide to 4-foot wide, allow sidewalk on one side of the internal road, only

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

ENVIRONMENTAL CHECKLIST FORM AND DISCUSSION OF IMPACTS

Project Title: El Dorado Springs 23 Tentative Subdivision Map/A14-0005/Z14-0009/TM14-1514

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

Contact Person: Rommel Pabalinas | **Phone Number:** (530) 621-5355

Property Owner's Name and Address:
Standard Pacific Corporation, 3650 Industrial Blvd Suite 140, West Sacramento, CA 95691

Project Applicant's/Agent's Name and Address:
MJM Properties, 1037 Suncast Lane Suite 111, El Dorado Hills, CA 95762

Project Engineer's Name and Address:
CTA Engineering and Surveying, 3233 Monier Circle, Rancho Cordova, CA 95762

Project Location: The subject property is located approximately 360 feet southwest of the junction of White Rock Road and Stonebriar Drive in El Dorado Hills (Attachment 1)

Assessor's Parcel Number(s): 117-010-05 **Size of Parcel:** 21.65 acres

Zoning: Multifamily Residential-Design Control (RM-DC) Zone District

Section: 14 **T:** 9N **R:** 8E (Attachment 2)

General Plan Designation: Multifamily Residential (MFR)

Description of Project:

1) General Plan Amendment amending the land use designation from Multifamily Residential (MFR) to High Density Residential (HDR);

2) Rezone amending the zoning designation from Multifamily Residential (RM) District to One-Family Residential (R1) District;

3) Tentative map subdividing the 21.65-acre property into 58 total lots consisting of 49 residential lots, one private road lot (Lot R1), one future Right-of-Way lot (R2), and seven open space/landscape lots. The map includes a Phasing Plan for the financing or phasing of the residential development into two phases;

4) Design waiver of the following El Dorado County Design and Improvement Standards Manual (DISM) standards:
   A) Reduction Right-of-Way for A through C Drive from 50 feet to and 40 feet;
   B) Reduction of road width for A through C Drive from 36 feet to 29 feet.
   C) Allow driveway to be within 25 feet from a radius return, allow 10-foot wide driveway for single car garages and 16-foot wide driveway for two-car garages, omit 4-foot taper to back of curb; and
   D) Reduce standard sidewalk width from 6-foot wide to 4-foot wide, and allow on one side of the internal road only.

Surrounding Land Uses and Setting:

	Zoning	General Plan	Land Use/Improvements
Site	Multifamily Residential-Design Control (RM-DC)	Multifamily Residential (MFR)	Vacant
North	Recreational Facility (RF)	High Density Residential (HDR)	Vacant
South	Carson Creek Specific Plan	Adopted Plan- Carson Creek Specific Plan	Age Restricted-Single Family Residential

East	Carson Creek Specific Plan	Adopted Plan- Carson Creek Specific Plan	Age Restricted-Single Family Residential
West	Sacramento County	Sacramento County	Vacant

Briefly Describe the environmental setting: The 21.65-acre site is located within El Dorado Hills south of Highway 50 along White Rock Road. The dominant vegetation community on the site is annual grassland. The surrounding land use and vegetation communities include annual grassland and U.S. Highway 50 to the north; single-family residential areas to the east; White Rock Road and single-family residential areas to the south; and annual grassland to the west. The site ranges from relatively flat to moderately sloping hills with elevations ranging from 685 to 750 feet above mean sea level (MSL). Three soil types occurring within the site including Argonaut gravelly loam 2 to 15 percent slopes, Auburn silt loam, 2 to 50 percent slopes; and Auburn very rocky silt loam, 2 to 50 percent slopes. The site is located just below the ridgeline and surface runoff primarily runs from north to south and west to east. A roadside swale along White Rock Road on the southern boundary of the site captures surface runoff and drains into a storm drain inlet, which empties into the Carson Creek culvert under White Rock Road. Runoff from the easternmost part of the site drains to a seasonal wetland feature immediately to the east of the site, which drains to Carson Creek A total of 0.193 acres of wetland has been delineated consisting of 0.155 acres on site (0.016 acre of seeps, 0.063 acre of depressional seasonal wetlands, 0.072 acre of ephemeral drainage and 0.042 acres of riverine wetlands) and 0.038 acres off-site. There is no oak tree canopy on site.

Other public agencies whose approval is required includes (e.g., permits, financing approval, or participation agreement):

1. Department of Transportation
3. El Dorado County Air Quality Management District
4. El Dorado County Resource Conservation District
5. El Dorado Hills Fire Department
6. California Fish and Wildlife Department
7. U.S. Army Corp of Engineer
8. Rolling Hills Community Services District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forestry Resources		Air Quality
X	Biological Resources		Cultural Resources		Geology / Soils
	Greenhouse Gas Emissions		Hazards & Hazardous Materials		Hydrology / Water Quality
	Land Use / Planning		Mineral Resources	X	Noise
	Population / Housing		Public Services		Recreation
	Transportation/Traffic		Utilities / Service Systems		Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by Mitigation Measures based on the earlier analysis as described in attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION, pursuant to applicable standards; and b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or Mitigation Measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ Date: 11/5/14

Printed Name: Rommel Pabalinas For: El Dorado County

Signature: _____ Date: 11/5/14

Printed Name: Lillian Macleod For: El Dorado County

PROJECT DESCRIPTION

1. General Plan Amendment: The General Plan Amendment would change the property's land use designation from Multifamily Residential to High Density Residential. This land use designation is appropriate in the Community Region of El Dorado Hills and is suitable for intensive single-family residential development at densities from one to five dwelling units per acre.

The density of the proposed subdivision would be consistent with the density range under the HDR designation. The designation would also be compatible with the existing HDR designation of existing residential development to the north.

2. Rezone: The proposed rezone would change the underlying zoning from Multifamily Residential-Design Control District (RM-DC) to One-Family Residential (R1) District. Applicable standards for the One-Family Zone District including allowed uses, minimum lot size, yard setbacks are regulated under Chapter 17.28.I of the Zoning Ordinance.

The Design Control (-DC) Combining Zone District would not be combined with the base R1 zone district. The -DC zone is commonly applied for properties along major road corridors where multifamily residential (e.g. apartments, condominiums, townhouses) and commercial projects could be developed, subject to a Design Review permit. Given that the project would result in the single-family detached residential subdivision, adding the –DC combining zone is not required.

3. Tentative Map: The proposed tentative map would divide the 21.65-acre property into a Class 1 residential subdivision that includes a total of 49 residential lots and nine lettered lots (private road and open space/landscape lots). The map includes four Design Waivers for deviations from the County design and improvement standards for

road construction and lot driveway design. A Phasing Plan is proposed for the financing or phasing of the residential development into two phases.

Site Design: The proposed subdivision would have a gross lot size ranging from 10,000 square foot to 20,046 square foot (net lot acreage ranging from 5,832 square feet to 13,610 square feet). The subdivision would include two open space lots (Lots F and D) providing buffer along the western and northern property line and five open space/landscape lots (A-C, E and G) designed to provide natural break within the subdivision. Lot R1, which consists of A through C Drives measuring 2.74 acres, would be created for the internal road serving the subdivision while Lot R2, which measures 1.03 acres, would be created as Right-of-Way dedication along its frontage for future widening of White Rock Road (Attachment 3). The residential lots are consistent with the standards of the zoning and El Dorado County Design and Improvement Standards Manual (DISM). The subdivision is designed to accommodate installation of gates at the access points.

Access/Circulation: The subdivision would be accessed at two points along White Rock Road. Primary site access would be off A Drive, which is a right-in and right-out entrance only at the southern end of the site, matching Carson Crossing Drive across White Rock Road. The secondary access would be off C Drive. These access points shall be constructed to County road encroachment and improvement standards and shall accommodate the interim improvements along White Rock Road.

The private internal road serving the subdivision is proposed to be constructed in a circular design. The road, which is encompassed in a reduced 40-foot Right-of-Way, includes 25-foot wide pavement, 2.5-foot wide curb and gutter, and a 4-foot wide sidewalk on one side of the road. The road shall be constructed according to the DISM standards. Maintenance and ownership of the private road will be of the future Homeowner's Association for the subdivision.

Utilities: The subdivision would require connection to existing public water and sewer service provided by El Dorado Irrigation District (EID). The subdivision would connect to either existing 10-inch to 12-inch water lines located across Carson Crossing Drive and Stonebriar Drive and 8-inch sewer line near the corner of Stonebriar Drive and White Rock Road. According to the Facilities Improvement Letter (FIL) issued by EID on June 20, 1013, a minimum total 52 equivalent dwelling units (EDU) would be necessary to serve the project. There are currently 4,687 EDU available in the El Dorado Hills Water Region. Acquisition of meter award letter for the service would be required prior to Final Map recordation.

Existing storm drainage infrastructures serving the surrounding development would be extended into the subdivision to obtain service. The subdivision would be designed with conveyance of storm drainage generally from northwest to northeast. Underground drainage pipes measuring a minimum of 18-inch would be installed along the private road which drains into an existing box culvert under White Rock Road that flows into Carson Creek to the south.

Improvements and Infrastructure: Site construction would include mass pad grading to establish necessary residential pads, construction of retaining walls, construction of the internal road, and installation of underground utility lines (ie. water, sewer, storm drains). A minimum 6-foot tall soundwall would be constructed along the rear property line of the residential lots adjacent to White Rock Road as a mitigation of anticipated vehicular noise along the road. Prior to commencement of any construction, the project proponent shall be required to obtain various construction approvals including environmental permits, Grading Permit, Improvement Plan, Encroachment Permit, Facility Plan Report and Building Permit.

The project is adjacent to the Sacramento Southeast Transportation Corridor. The Sacramento Southeast Transportation Corridor is a Joint Powers Authority (JPA) within Sacramento County that is planning the construction of an expressway from Elk Grove to El Dorado Hills following the alignment of White Rock Road in El Dorado County. The project has been designed to accommodate the improvements anticipated by the JPA.

3. Population

Based on the 2.3 person/dwelling unit ratio in the General Plan, approximately 113 maximum residents are anticipated to reside at subdivision buildout.

4. Construction Considerations

Construction of the project would primarily consist of on-site improvements including grading and improvements discussed above. Development of the site would occur in two phases, in accordance with the proposed Phasing Plan (Attachment 3)

Off-site improvements, which would occur in previously disturbed area, include construction of a sidewalk (approximately 1,440 square feet), associated curb and gutter (approximately 240 linear feet) and pavement extension (approximately 7,230 square feet) along the southbound portion of White Rock Road. These improvements will connect proposed on-site pedestrian facilities and the existing sidewalk at the southwest corner of Stonebriar Drive. The proposed improvements will be located within existing County Right-of-Way (Attachments 3 and 4).

Project Schedule and Approvals

This Initial Study is being circulated for public and agency review for a 30-day period. Written comments on the Initial Study should be submitted to the project planner indicated in the Summary section, above.

Following the close of the written comment period, the Initial Study will be considered by the Lead Agency in a public meeting and will be certified if it is determined to be in compliance with CEQA. The Lead Agency will also determine whether to approve the project.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is a fair argument that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of Mitigation Measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the Mitigation Measures, and briefly explain how they reduce the effect to a less than significant level.

5. CEQA Section 15152. Tiering- El Dorado County 2004 General Plan EIR

   This Mitigated Negative Declaration tiers off of the El Dorado County 2004 General Plan EIR (State Clearing House Number 2001082030) in accordance with Section 15152 of the CEQA Guidelines. The El Dorado County 2004 General Plan EIR is available for review at the County web site at http://www.co.el-dorado.ca.us/Planning/GeneralPlanEIR.htm or at the El Dorado County Development Services Department

located at 2850 Fairlane Court, Placerville, CA 95667. Any applicable determinations and impacts identified that rely upon the General Plan EIR analysis and all General Plan Mitigation Measures shall be identified herein.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   a. the significance criteria or threshold, if any, used to evaluate each question; and
   b. the mitigation measure identified, if any, to reduce the impact to less than significant.

ENVIRONMENTAL IMPACTS

I. **AESTHETICS.** *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character quality of the site and its surroundings?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion:

A substantial adverse effect to Visual Resources would result in the introduction of physical features that are not characteristic of the surrounding development, substantially change the natural landscape, or obstruct an identified public scenic vista.

a. **Scenic Vista.** No identified public scenic vistas or designated scenic highway would be affected by this project. There would be no impact.

b. **Scenic Resources.** The project would not be located along a defined State Scenic Highway corridor and would not impact scenic resources or corridors including, but not limited to, trees, rock outcroppings, and historic resources based on the location of the project. There would be no impact.

c. **Visual Character.** The proposed residential project would not substantially degrade the visual character or quality of the site and its surroundings. The project would conform to existing residential development in the surrounding area. This impact would be considered less than significant.

d. **Light and Glare.** Typical residential lighting and glare effects would be anticipated at a less than significant level. Lighting, including patio and garage entrance lighting would be required to meet the County lighting ordinance including provisions for adequate shielding to avoid potential glare affecting day or nighttime views for those that live or travel through the area. However, these anticipated lighting effects would be compatible to the existing lighting from the residential development to the north, east, south and future development to the west in Sacramento County. Impacts would be considered less than significant.

FINDING: Impacts to aesthetics are expected with the project either directly or indirectly. For this "Aesthetics" category, impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by California Department of forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forrest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Locally Important Farmland (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion:

A substantial adverse effect to Agricultural Resources would occur if:

- There is a conversion of choice agricultural land to nonagricultural use, or impairment of the agricultural productivity of agricultural land;
- The amount of agricultural land in the County is substantially reduced; or
- Agricultural uses are subjected to impacts from adjacent incompatible land uses.

a-e. **Farmland Mapping and Monitoring Program.** The site is not identified to be within any mapping associated for farmland or lands containing prime farmland. No impact.

Williamson Act Contract. The property is not subject to a Williamson Act Contract nor is agriculturally zoned. No impact.

Non-Agricultural Use. No conversion of agriculture land would occur as a result of the project. No impact.

Loss of Forest land or Conversion of Forest land. No forest land exists on site. No impact.

Conversion of Prime Farmland or Forest Land. No prime farmland exists on site. No impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

FINDING: For this "Agriculture" category, there would be no impact.

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

Discussion:

A substantial adverse effect on Air Quality would occur if:

- Emissions of ROG and No_x, will result in construction or operation emissions greater than 82lbs/day (See Table 5.2, of the El Dorado County Air Pollution Control District – CEQA Guide);
- Emissions of PM_{10}, CO, SO_2 and No_x, as a result of construction or operation emissions, will result in ambient pollutant concentrations in excess of the applicable National or State Ambient Air Quality Standard (AAQS). Special standards for ozone, CO, and visibility apply in the Lake Tahoe Air Basin portion of the County; or
- Emissions of toxic air contaminants cause cancer risk greater than 1 in 1 million (10 in 1 million if best available control technology for toxics is used) or a non-cancer Hazard Index greater than 1. In addition, the project must demonstrate compliance with all applicable District, State and U.S. EPA regulations governing toxic and hazardous emissions.

An Air Quality Analysis has been prepared by Pacific Municipal Consultants evaluating the potential project effects to air quality (Attachment 5). The analysis has been reviewed by the El Dorado County Air Quality Management District (EDCAQMD), which is responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws. EDCAQMD has adopted various rules and regulations pertaining to the control of emissions from area and stationary sources and a Guide to Air Quality Assessment. All projects are subject to EDCAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the proposed project may include, but are not limited to, Rule 101 (General Provisions), Rule 205 (Nuisances), Rule 207 (Particulate Matter), Rule 223 (Fugitive Dust General Requirements), Rule 223-1 (Fugitive Dust Construction Requirements), and Rule 224 (Cutback Asphalt Paving Material). The district has provided project conditions of approval including these rules and regulations. The responses below include a summary of the analysis and its results.

a. Air Quality Plan. As discussed in the analysis the western portion of El Dorado County is designated as nonattainment for the state and federal ozone standards. The Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan (OAP) was developed by the air districts in the Sacramento region to bring the region into attainment. The region addressed in the OAP includes the Mountain Counties Air Basin portion of El Dorado County, and thus the project site. The OAP is the regional component of the State Implementation Plan (SIP), which is the state's plan for attaining the federal 8-hour ozone standard as required by the California Clean Air Act and the federal Clean Air Act. The SIP has been prepared to identify a detailed comprehensive strategy for reducing

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

emissions to the level needed for attainment and show how the region would make expeditious progress toward meeting this goal. The SIP assumes annual increases in air pollutant emissions resulting from regional growth (including construction-generated emissions) anticipated according to local land use plans (e.g., general plans, regional transportation plans). The SIP also assumes the incremental increase in emissions will be partially offset through the implementation of stationary, area, and indirect source control measures contained in the plan. In addition to not attaining the federal or state ozone standards, the region does not attain the federal PM2.5 standards or state PM10 standards. Reduction of particulate matter by all feasible means is necessary to attain these PM standards. The purpose of the Sacramento Area Regional PM10 Attainment Plan (PM10 Plan) is to fulfill the requirements for the EPA to redesignate the region from nonattainment to attainment of the PM10 ambient air quality standards by preparing the plan elements as described previously. Particulate matter directly emitted from a project is generally regarded as having regional and localized impacts; however, PM10 and PM2.5 are of greatest concern during construction (e.g., the site preparation phase) of a proposed project.

According to the EDCAQMD's Guide to Air Quality Assessment (2002), a project is conforming to the air quality plans if: 1) The project does not require a change in the existing land use designation (e.g., a general plan amendment or rezone), or projected emissions of ROG and NOx from the proposed project are equal to or less than the emissions anticipated for the site if developed under the existing land use designation; 2) The project does not exceed the "project alone" significance criteria; 3) The lead agency for the project requires the project to implement any applicable emission reduction measures contained in and/or derived from the air quality plans; 4) The project complies with all applicable district rules and regulations.

The proposed project will not conflict with implementation of the applicable air quality plans. As analyzed and summarized below emissions generated from proposed project construction and proposed project operations would not exceed EDCAQMD thresholds of 82 pounds per day of ROG or 82 pounds per day of NOx (see Tables 2.0-4 and 2.0-5). In addition, as shown in Table 2.0-5, operational emissions projected from land uses currently allowed under the existing land use designation of the site would be higher than those projected to result with the development of the proposed project. The project will be required to comply with all applicable EDCAQMD rules and regulations. Therefore, a less than significant impact would occur.

b. **Air Quality Standards.** El Dorado County has adopted the Guide to Air Quality Assessment establishing rules and standards for the reduction of air pollutants (ROG/VOC, NOx, and O3). The analysis evaluated the project impacts from construction and operational emissions.

Construction Emissions

Construction-generated emissions are temporary and short term but have the potential to represent a significant air quality impact. The construction and development of the proposed project would result in the temporary generation of emissions resulting from site grading and excavation, paving, and motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne Particulate Matter are largely dependent on the amount of ground disturbance associated with site preparation activities. The EDCAQMD has adopted guidelines for determining potential adverse impacts to air quality in the region. The EDCAQMD guidelines state that construction activities are considered a potentially significant adverse impact if such activities generate total emissions in excess of EDCAQMD established thresholds. According to the Guide to Air Quality Assessment, if identified ROG and NOx emissions are under the construction emissions threshold of 82 pounds generated per day and thus considered less than significant, then emissions of CO and PM10 would also be considered less than significant. Table 2.0-4 illustrates the construction-related criteria and precursor emissions that would result from implementation of the proposed project.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

TABLE 2.0-4
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS – UNMITIGATED
(POUNDS PER DAY)

Construction Activities	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Summer Emissions – Pounds per Day (Unmitigated)						
Year One	14.57	79.13	52.04	0.06	21.30	12.81
Year Two	14.02	53.86	38.17	0.05	3.77	3.30
Winter Emissions – Pounds per Day (Unmitigated)						
Year One	14.57	79.16	51.98	0.06	21.30	12.81
Year Two	14.03	53.94	38.48	0.05	3.77	3.30
EDCAQMD Potentially Significant Impact Threshold	82 pounds/day	82 pounds/day	–	–	–	–
Exceed EDCAQMD Threshold?	No	No	–	–	–	–

*Source: CalEEMod version 2013.2.2. See **Appendix A** for emission model outputs.*

Based on the results, the proposed project would not exceed EDCAQMD thresholds for daily air pollutant emissions during construction activities. Therefore, construction-related air quality impacts associated with the proposed project are less than significant.

Operational Emissions

Implementation of the proposed project would result in increased regional emissions of PM10 and PM2.5, as well as ROG, NOx, and CO, due to increased use of motor vehicles, natural gas, maintenance equipment, and various consumer products, thereby increasing potential operational air quality impacts. Increases in operational air impacts with implementation of the proposed project would generally consist of two sources: stationary and mobile.

Based on the EDCAQMD guidelines, operational activities are considered a potentially significant adverse impact if such activities generate total emissions in excess of EDCAQMD established thresholds. According to the Guide to Air Quality Assessment, if identified ROG and NOx emissions are under the operation emissions threshold of 82 pounds generated per day and thus considered less than significant, then emissions of CO and PM10 would also be considered less than significant. Table 2.0-5 illustrates the operations-related criteria and precursor emissions of an average year that would result from implementation of the proposed project.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

TABLE 2.0-5
OPERATIONS-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS – UNMITIGATED
(POUNDS PER DAY)

Operational Activities	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Summer Emissions – Pounds per Day (Maximum)						
Proposed Project	80.03	5.35	118.02	0.08	16.06	13.86
Current Land Use Designation	*359.77*	*20.11*	*520.59*	*0.31*	*69.69*	*62.52*
Winter Emissions – Pounds per Day (Maximum)						
Proposed Project	79.91	5.91	118.31	0.07	16.06	13.86
Current Land Use Designation	*359.37*	*22.11*	*521.85*	*0.29*	*69.69*	*62.53*
EDCAQMD Potentially Significant Impact Threshold	82 pounds/day	82 pounds/day	–	–	–	–
Exceed EDCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2013.2.1. The General Plan's traffic demand model had projected 225 apartments on the project site.

Based on the results, the proposed project emissions would not exceed EDCAQMD significance thresholds for operational air pollutant emissions. Therefore, impacts resulting from project operations would be less than significant.

c. **Cumulative Impacts.** The EDCAQMD's primary criterion for determining whether a project has significant cumulative impacts is whether the project is consistent with an approved plan in place for the pollutants emitted by the project (i.e., the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan (OAP) and the PM10 Implementation/Maintenance Plan and Re-Designation Request for Sacramento County (PM10 Plan)). This criterion is applicable to both the construction and operation phases of a project. According to the EDCAQMD's *Guide to Air Quality Assessment* (2002), a project is conforming to the air quality plans if:

1) The project does not require a change in the existing land use designation (e.g., a general plan amendment or rezone), or projected emissions of ROG and NOx from the proposed project are equal to or less than the emissions anticipated for the site if developed under the existing land use designation.
2) The project does not exceed the "project alone" significance criteria.
3) The lead agency for the project requires the project to implement any applicable emission reduction measures contained in and/or derived from the air quality plans.
4) The project complies with all applicable district rules and regulations.

The emissions generated from proposed project construction and proposed project operations would not exceed EDCAQMD thresholds of 82 pounds per day of ROG or 82 pounds per day of NOx. In addition, as shown in Table 2.0-5, operational emissions projected from land uses currently allowed under the existing land use designation of the site would be higher than those projected to result with the development of the proposed project. The project will be required to comply with all applicable EDCAQMD rules and regulations. Therefore, the proposed project would result in a less than significant cumulative impact.

d. **Sensitive Receptors.** The proposed project could create a significant hazard to surrounding residents through exposure to substantial pollutant concentrations such as PM2.5 during construction activities and/or other toxic air contaminants. Sensitive land uses are generally defined as locations where people reside or where the presence of air

emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. Residential land uses surround the project site. Construction activities would involve the use of a variety of gasoline- or diesel-powered equipment that emits exhaust fumes. Surrounding residents would potentially be exposed to nuisance dust and heavy equipment emission odors (e.g., diesel exhaust) during construction. However, the duration of exposure would be brief and exhaust from construction equipment dissipates.

Typically, substantial pollutant concentrations of CO are associated with mobile sources (e.g. Vehicle idling time). Localized concentrations of CO are associated with congested roadways or signalized intersections operating at poor levels of service (LOS E or lower). Surrounding the project site are sensitive receptors consisting of existing residential uses and an existing roadway network of two-lane roadways with vehicle traffic controlled by stop signs. Traffic volumes in the project area are not large enough to trigger CO concentration issues.

As determined, the project would not result in significant generation of CO emissions. Therefore, the operation of the proposed project is not expected to result in impacts to sensitive receptors. Impacts to sensitive receptors are considered to be less than significant.

e. **Objectionable Odors.** Residential developments are typically not considered to be an emission source that would result in objectionable odors. Future residential construction activities could result in odorous emissions from diesel exhaust associated with construction equipment. However, as these emissions are temporary in nature, exposure of sensitive receptors to these emissions would be limited. In addition, the EDCAQMD has adopted a nuisance rule that addresses the exposure of nuisance discharges such as unpleasant odors. Rule 205 states that no person shall discharge from any source whatsoever such quantities of odors or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Therefore, this impact is less than significant.

FINDING: The proposed project would not affect the implementation of regional air quality regulations or management plans. The project would result in increased emissions due to construction and operation of equipment; however existing regulations would reduce these impacts to a less than significant level. The proposed project would not cause substantial adverse effects to air quality, nor exceed established significance thresholds for air quality impacts.

IV. **BIOLOGICAL RESOURCES.** *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e. Conflict with any local policies or ordinances protecting biological resources,			X	

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
such as a tree preservation policy or ordinance?				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Discussion:

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

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

A Biological Resource Assessment and Delineation of Waters of the U.S. have been prepared for the project by Foothills Associates evaluating the biological resource and riparian habitat on the property and the effects of the proposed subdivision to these resources (Attachment 6). The analysis includes the results of the biologists' field surveys conducted on the site on June 30, July 5, and July 7, 2006, and November 8, 2013. The responses below include a summary of the analysis and its results.

a-b. **Special Status Species.** The analysis identified a variety of special status species that has a low to high potential of occurring on the property and therefore could provide suitable habitat for nesting or foraging. These species include a Burrowing Owl, Swainson's hawk, White-tailed kite and as well as other raptor and migratory bird species. However, there are no trees on the site to provide nesting habitat for raptor species. Consequently, raptor species, with the exception of Burrowing owls, which are further discussed below, would not be expected to nest on the site due to a lack of suitable nesting habitat. Raptors and other protected migratory birds have a high potential to occur on the site

The following Mitigation Measures shall be implemented to reduce potentially significant impacts to a less than significant level.

MM BIO-1 Pre-construction Survey Required: MM BIO-1 Pre-construction Survey Required: A pre-construction survey (for species listed in Table 1 of the Biological Resources Assessment prepared by Foothill Associates, dated February 12, 2014) shall be conducted by a qualified biologist(s) no more than 30 days prior to the onset of construction activities to determine if burrowing owls or other migratory birds occupy the site.

If active nests of burrowing owls or other migratory birds are identified during the survey, a buffer zone shall be established as recommended by the project biologist. The nest should be monitored until the young have fledged and the nest is no longer in active use.

California Department of Fish and Wildlife (CDFW) shall be consulted for current guidelines and methods for passive relocation of any raptor found on the site. For example, if an active owl burrows are located during the pre-construction survey, it is recommended a 250-foot buffer zone may be established around each burrow with an active nest until the young have fledged, and are able to exit the burrow. If occupied burrows are found with no nesting occurring, or if active burrows are found after the young have fledged, or if development commences after the breeding season (typically February-August), passive relocation of the birds involving installation of a one-way door at the burrow entrance should be performed.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

If construction activities are delayed by a period of one year or more, a qualified biologist(s) shall conduct additional surveys for any new, previously unidentified special status species that may occur on the project site, which are listed by CDFW and/or USFWS.

If the additional surveys identify new and/or previously unidentified special status species, informal Consultation must be initiated with California Department of Fish and Wildlife (CDFW) and/or United States Fish and Wildlife Service (USFWS) to determine appropriate avoidance measures.

The applicant shall follow the appropriate avoidance measures issued by CDFW and/or USFWS, and no construction activities shall occur on the project site until the avoidance measures are issued and implemented. If no species or active nests are found, then no further action is required, and construction activities may proceed upon approval by Planning Services.

Monitoring Responsibility: Planning Services

Monitoring Requirement: A survey shall be submitted for review and verification by CDFW, USFWS, and Planning Services prior to initiation of construction activities.

Impacts would be reduced to Less Than Significant.

c. **Riparian Habitat.** A total of 0.193 acres of wetland on- and off- site is anticipated to be impacted by the project. As analyzed, potential impacts to these wetlands are would require a formal delineation and 404 permit through the United States Army Corp of Engineers.

MM BIO-2: Wetland Permit. A wetland delineation performed on the site shall be submitted to the Corps for verification and the appropriate Section 404 permit shall be acquired for any project-related impacts to jurisdictional features. If a Section 404 permit is required for the proposed project, water quality concerns during construction would be addressed with a Section 401 water quality certification from the Regional Water Quality Control Board.

Monitoring Responsibility: Planning Services

Monitoring Requirement: Prior to issuance of Grading Permit, the applicant shall provide proof of acquisition of Section 404 and 401 permits.

Impacts would be reduced to Less Than Significant.

d. **Migration Corridors.** The project is not a part of a major or local wildlife or migration corridors/travel routes because it does not connect two significant habitats. As analyzed, the existence of annual grassland setting would potentially support breeding, foraging, and shelter habitat for several species of wildlife including Swainson's hawk and Burrowing owls. Implementation of MM BIO-1 would reduce the impact to Less Than Significant.

e. **Local Policies.** Applicable El Dorado County Code and General Plan Policies pertaining to the protection of biological resources including mitigation for impacted wetland are met. Impacts would be Less Than Significant.

FINDING: The site contains sensitive species and riparian habitat that would be affected by project implementation. Mitigation measures have been identified for implementation that would minimize the impacts to less than significant. For this 'Biological Resources' category, there would be less than significant impact with implementation of mitigation measures.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. *Would the project:*				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			X	
b. Cause a substantial adverse change in the significance of archaeological resource pursuant to Section 15064.5?			X	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d. Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion:

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

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

A Cutltural Resources Inventory has been prepared for the project by Ric Windmiller, consulting archeologist (Attachment 7). Two archeological resources have been identified on site: an isolated bedrock mortar at the northwest corner of the site and an old concrete section of White Rock Road, which is a part of the Old Lincoln Highway. The bedrock mortar would be preserved within Open Space Lot D while the concrete section would be affected by the project with the water line extension; however, this feature has been previously identified to be impacted by the widening of White Rock Road, which is a County road project.

a-c. **Historic or Archeological Resources.** The analysis determined that the identified feature does not meet the criterion determining the historical or cultural significance of the feature. Impacts would be less than significant.

d. **Human Remains.** All grading activities would be subject to standard Conditions of Approval that requires that any address accidental discovery of human remains be subject to evaluation by County Coroner. Impacts would be less than significant.

FINDING: Archeological resources were identified on the project site, which were determined to be insignificant. Standard Conditions of Approval would be required with requirements for accidental discovery during project construction. This project would have a less than significant impact within the Cultural Resources category.

VI. GEOLOGY AND SOILS. *Would the project:*				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer				X

VI. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Discussion:

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

- Allow substantial development of structures or features in areas susceptible to seismically induced hazards such as groundshaking, liquefaction, seiche, and/or slope failure where the risk to people and property resulting from earthquakes could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards;

- Allow substantial development in areas subject to landslides, slope failure, erosion, subsidence, settlement, and/or expansive soils where the risk to people and property resulting from such geologic hazards could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards; or

- Allow substantial grading and construction activities in areas of known soil instability, steep slopes, or shallow depth to bedrock where such activities could result in accelerated erosion and sedimentation or exposure of people, property, and/or wildlife to hazardous conditions (e.g., blasting) that could not be mitigated through engineering and construction measures in accordance with regulations, codes, and professional standards.

a. **Seismic Hazards.**

i) According to the California Department of Conservation, Division of Mines and Geology, and as detailed in the Geotechnical Engineering Study for the project (Attachment 8), there are no active faults on the project site. However, the nearest inactive faults are the Bear Mountains Fault Zone East and West located approximately 8 and 1.25 miles east of the project site. Impacts would be less than significant.

ii) With the absence of permanently elevated groundwater table, the relatively low seismicity of the area and the relatively shallow depth to bedrock, the potential for seismically induced damage due to liquefaction, surface ruptures, settlement and slope instability is considered negligible and therefore, the potential for seismic ground shaking in the area would be considered less than significant. Any potential impacts due to seismic impacts would be addressed through compliance with the Uniform Building Code. All future residential and accessory structures would be built to meet the construction standards of the UBC for the appropriate seismic zone.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

iii) El Dorado County is considered an area with low potential for seismic activity. The potential areas for liquefaction on the project site would be the seep feature and an ephemeral drainage. Impacts would be less than significant.

iv) All future grading activities would be required to comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance. Compliance with the Ordinance would reduce potential landslide impacts to less than significant.

b. **Soil Erosion.** Three soil types occurring within the site including Argonaut gravelly loam 2 to 15 percent slopes, Auburn silt loam 2 to 50 percent slopes; and Auburn very rocky silt loam, 2 to 30 percent slopes. These soil types have an erosion rating of slow to hazard and permeability rate of very slow to moderate. All grading activities onsite would comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance. Impacts would be less than significant.

c. **Geologic Hazards.** The onsite soil type has a slow to hazard runoff potential. All grading activities would comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance. Impacts would be less than significant.

d. **Expansive Soils.** Permeability rate ranges from very slow to moderate. All grading activities would comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance. Impacts would be less than significant.

e. **Septic Capability.** The subdivision would be served by public sewer provided by El Dorado Irrigation District. There would be no impact.

FINDING: A review of the soils and geologic conditions on the project site determined that the soil types are suitable for the proposed development. All building and grading activities would be required to comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance and UBC Codes which would address potential impacts related to soil erosion, landslides and other geologic impacts. For this 'Geology and Soils' category impacts would be less than significant.

VII. **GREENHOUSE GAS EMISSIONS.** *Would the project:*				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

a-b. **Generate Greenhouse Gas Emissions and policy.** Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone, water vapor, nitrous oxide, and chlorofluorocarbons. Greenhouse gases specifically listed in Assembly Bill AB 32, the California Global Warming Solutions Act of 2006, are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are regarded by many researchers as responsible for enhancing the greenhouse effect. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

industrial/manufacturing, utility, transportation, residential, and agricultural sectors; in California, the transportation sector is the largest emitter of GHGs, followed by electricity generation.[1]

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California is the 12th to 16th largest emitter of CO_2 in the world and produced 492 million gross metric tons of CO_2 equivalents in 2004. Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. Expressing GHG emissions in CO_2 equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. Current modeling for climate change is not an exact science and there is a high degree of uncertainty in projecting future climate change.

Emitting CO_2 into the atmosphere is not itself an adverse environmental affect. It is the increased concentration of CO_2 in the atmosphere potentially resulting in global climate change and the associated consequences of such climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO_2 into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment. Given the complex interactions between various global and regional-scale physical, chemical, atmospheric, terrestrial, and aquatic systems that result in the physical expressions of global climate change, it is impossible to discern whether the presence or absence of CO_2 emitted by the project would result in any altered conditions.

No air district in California, including the El Dorado APCD, has identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to GHG emissions. In June 2008, the Office of Planning and Research's (OPR) issued a technical advisory (*CEQA and Climate Change)* to provide interim guidance regarding the basis for determining the proposed project's contribution of greenhouse gas emissions and the project's contribution to global climate change. In the absence of adopted statewide thresholds, OPR recommends the following approach for analyzing greenhouse gas emissions:

- Identify and quantify the project's greenhouse gas emissions;
- Assess the significance of the impact on climate change; and
- If the impact is found to be significant, identify alternatives and/or Mitigation Measures that would reduce the impact to less-than-significant levels.

Because the effects of GHGs are global, a project that merely shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

The Air Quality Analysis prepared for the project, includes an analysis of the Greenhouse Gas project impacts (Attachment 5). The GHG emissions of the proposed project were calculated by PMC using the California Emissions Estimator Model (CalEEMod), version 2013.2.2, computer program.

The analysis identifies and quantifies the GHG emissions associated with the construction and operation of 49 single-family residential dwelling units and compared to the San Luis Obispo Air Pollution Control District (recommended threshold of 1,150 metric tons of CO2e annually). The project would be considered to have a significant effect if the projected emissions generated would surpass 1,150 metric tons of CO2e annually. If mitigation can be applied to lessen the emissions such that the project meets its share of emission reductions needed to address the cumulative effect, the project would be considered negligible. Table 3.0-3 below detail the results of the modeling.

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[1] California Energy Commission. 2006. *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004.* (Staff Final Report). Publication CEC-600-2006-013-SF.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

TABLE 3.0-3
ESTIMATED PROJECT GREENHOUSE GAS EMISSIONS – PROJECT OPERATION (METRIC TONS PER YEAR)

Emissions Source	Carbon Dioxide (CO_2)	Methane (CH_4)	Nitrous Oxide (N_2O)	CO_2e
El Dorado Springs 23 Project – 49 Residential Units				
Construction Amortized over 30 Years	36	0.00	0.00	36
Area Source (landscaping, hearth)	72	0.04	0.00	75
Energy	151	0.00	0.00	151
Mobile	538	0.02	0.00	539
Waste	7	0.41	0.00	16
Water	8	0.10	0.00	11
Total	**812**	**0.57**	**0.00**	**828**

The El Dorado Springs 23 project is estimated to result in 828 metric tons of CO2e per year. Therefore, the project is below the threshold of 1,150 metric tons of CO2e annually and would result in a less than significant impact.

The El Dorado Springs 23 project is subject to compliance with AB 32, which is designed to reduce statewide GHG emissions to 1990 levels by 2020. The project-generated GHG emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with the requirements of and achieving the goals of AB 32. The project would not conflict with the state goals listed in AB 32 or in any preceding state policies adopted to reduce GHG emissions. The El Dorado Springs 23 project would not be considered to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG emissions and therefore represents a less than significant impact.

FINDING: It has been determined that the project would result in less than significant impacts to greenhouse gas emissions because of the project's size and inclusion of design features to address the emissions of greenhouse gases. For this "Greenhouse Gas Emissions" category, there would be no significant adverse environmental effect as a result of the project.

VIII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the			X	

VIII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
project area?				
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

Discussion:

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

- Expose people and property to hazards associated with the use, storage, transport, and disposal of hazardous materials where the risk of such exposure could not be reduced through implementation of Federal, State, and local laws and regulations;
- Expose people and property to risks associated with wildland fires where such risks could not be reduced through implementation of proper fuel management techniques, buffers and landscape setbacks, structural design features, and emergency access; or
- Expose people to safety hazards as a result of former on-site mining operations.

a-b. **Hazardous Materials.** The project may involve transportation, use, and disposal of hazardous materials such as construction materials, paints, fuels, landscaping materials, and household cleaning supplies. The use of these hazardous materials would only occur during construction. Any uses of hazardous materials would be required to comply with all applicable federal, state, and local standards associated with the handling and storage of hazardous materials. Prior to any use of hazardous materials, the project would be required to obtain a Hazardous Materials Business Plan through the Environmental Health- Hazardous Waste Division of El Dorado County. The impact would be a less than significant level.

c. **Hazardous Materials Near Schools.** The project is located within the Buckeye Union School District, where the nearest public school (Valley View Elementary School) is located approximately 3 miles away along Latrobe Road. There are several private schools within the El Dorado Hills Business Park which is located within 1 ½ miles from the project site. Residential subdivision is commonly not known to use or contain hazardous materials. There would be no impact.

d. **Hazardous Sites.** No parcels within El Dorado County are included on the Cortese List. There would be no impact.

e. **Aircraft Hazards.** The project site is not located within an airport land use plan. Impacts would be less than significant.

f. **Private Airstrips:** The project site is not located within the vicinity of a private airport. There would be no impact.

g. **Emergency Plan.** The project would not be expected to interfere or negatively affect any adopted emergency response or evacuation plan. Plans for the proposed project indicate that it would not block access or significantly decrease access to any roadways or evacuation routes. The impact would be less than significant.

h. **Wildfire Hazards.** The project is within a Moderate Fire Severity Zone. A Wildfire Safe Plan has been approved for the project. Provisions of the plans including fire suppression, creation of fire breaks, and fuel modifications and maintenance and shall be implemented as part of subdivision improvement and enforced by the future homeowner's association. Standard of conditions of approval by the El Dorado Hills Fire Department shall be applied by on the project. The impact would be less than significant.

FINDING: Site construction and development would anticipate use of various potential hazardous materials, subject to permitting standards at the local and state level. The proposed residential use is not located in any airport facilities. A Wildfire Safe Plan would require implementation as part of subdivision design addressing fire concerns. For this 'Hazards and Hazardous Materials' category, impacts would be less than significant.

XI. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or-off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X

Discussion:

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

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

- Expose residents to flood hazards by being located within the 100-year floodplain as defined by the Federal Emergency Management Agency;
- Cause substantial change in the rate and amount of surface runoff leaving the project site ultimately causing a substantial change in the amount of water in a stream, river or other waterway;
- Substantially interfere with groundwater recharge;
- Cause degradation of water quality (temperature, dissolved oxygen, turbidity and/or other typical stormwater pollutants) in the project area; or
- Cause degradation of groundwater quality in the vicinity of the project site.

A Drainage Study was prepared for the project site evaluating the potential drainage effects of the development (Attachment 9). The site was originally analyzed as a part of the 15-square mile watershed covered in the 1996 Carson Creek Regional Drainage Study (CCRDS) prepared for the County. The CCRDS was conducted to present a unified plan for stormwater management within watershed based on assessment of pre- and post-development runoff resulting from a 100-year, 24-hour design storm. The project site accounts for less than 3.5 percent of the watershed area. The responses below include a summary of the analysis and its results.

a, d, and, e. **Water Quality Standards.** As evaluated, drainage as result of the development would be adequately accommodated by infrastructures in the area consistent with the CCRDS. Based on application of standard conditions of approval, construction activities would be required to adhere to the El Dorado County Grading, Erosion and Sediment Control Ordinance, which would require implementation of Best Management Practices (BMP's) and Storm Water Management Plan to minimize degradation of water quality during construction. Impacts would be less than significant.

b. **Groundwater Supplies.** The project would require connection to public water service provided by El Dorado Irrigation District and would not utilize any groundwater as part of the project. Impact would be considered less than significant.

c. **Drainage Patterns.** The project will not substantially alter the existing drainage pattern of the site or area that would result in substantial erosion or siltation on- or-off-site. All grading and drainage activities would be required to implement El Dorado County Grading, Erosion and Sediment Control Ordinance standards to ensure that grading and/or ground disturbance include proper designs and measures. As conditioned, and with adherence to County Code, the project would have less than significant impacts on existing drainage pattern.

g-j. **Flood-related Hazards.** The project site is not located within any mapped 100-year flood areas and would not result in the construction of any structures that would impede or redirect flood flows. No dams are located in the project area which would result in potential hazards related to dam failures. The risk of exposure to seiche, tsunami, or mudflows would be remote. There would be no impact.

FINDING: The proposed project would require a site improvement and grading permit which would address potential erosion and sedimentation effects. Applications of County standards would minimize these effects. For this "Hydrology" category, impacts would be less than significant.

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
X. LAND USE PLANNING. *Would the project:*				
conservation plan?				

Discussion:

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

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

a. **Established Community.** The project would not result in the physical division but would continue the existing residential setting in the established community. No impacts are anticipated.

b. **Land Use Consistency. The project would comply with the applicable General Plan land use objectives and policies.** The project is located in the El Dorado Hills Community Region where this type of development and density is anticipated to occur. The project's residential density at 2.26 units/acre would be consistent with the density range under the proposed High Density Residential designation. The development shall be compatible with the existing residential development in the area and would have direct access to existing public infrastructures for public utility services. The project has been designed to preserve cultural resources on-site and minimize vehicular noise effects along White Rock Road.

No impacts are anticipated.

c. **Habitat Conservation Plan.** As discussed in Section IV 'Biological Resources', this project would have a less than significant impact on biological resources with application of identified mitigation measures, and the proposal would not conflict with any applicable habitat conservation plan or natural community conservation plan. Impacts would be less than significant.

FINDING: For the 'Land Use Planning' category, the project would have a less than significant impact.

XI. MINERAL RESOURCES. *Would the project:*				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion:

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

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

- Result in obstruction of access to, and extraction of mineral resources classified MRZ-2x, or result in land use compatibility conflicts with mineral extraction operations.

a-b. **Mineral Resources.** There are no known MRZ-2X classified mineral resources on the site according to the General Plan nor are there known mineral resources adjacent to the project site. There would be no impact.

FINDING: No known mineral resources are located on or within the vicinity of the project. There would be no impact to this 'Mineral Resources' category.

XII. NOISE. *Would the project result in:*				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise level?			X	
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X	

Discussion:

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

- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of 60dBA CNEL;
- Result in long-term operational noise that creates noise exposures in excess of 60 dBA CNEL at the adjoining property line of a noise sensitive land use and the background noise level is increased by 3dBA, or more; or
- Results in noise levels inconsistent with the performance standards contained in Table 6-1 and Table 6-2 in the El Dorado County General Plan.

An *Environmental Noise Analysis* was prepared by Bollard Acoustical Consultants evaluating the potential noise effects with project implementation (Attachment 10). The analysis, which was conducted in accordance with the applicable policies of the General Plan regulating noise, evaluated the short and long term noise effects from stationary and transportation sources. Stationary sources include the noise from the surrounding residential development and the sewer lift station located at the southwest corner of White Rock Road and Stonebriar Road. The primary transportation source of noise is from the traffic generated along White Rock Road. The responses below include a summary of the analysis and its results.

a. **Noise Exposures**. The anticipated noise effects from the proposed residential development would be similar in nature from the existing residential development; therefore, its impacts are less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

The impacts from the sewer lift station have been determined to be less than significant given its distance from the residential lots, buffering from the soundwall (discussed below), and the enclosed and sound-controlled design of the station.

Noise impacts from vehicular traffic along White Rock Road have been analyzed to include the effects of future road widening. As shown in Table 3 of the study, the rear yard area of the residential lots along White Rock Road would have noise impacts in excess of the General Plan standards (65 dB).

Table 3
Predicted Future Traffic Noise Levels at Lots Nearest to White Rock Road
El Dorado Springs Subdivision – El Dorado County, California

Roadway	L_{dn} @ Nearest Residences	Distance to Future L_{dn} Contours (feet from Roadway Centerline)	
		65 dB L_{dn}	60 dB L_{dn}
White Rock Road	66	113	243

The identified mitigation measure is to construct as soundwall along the rear of the residential lots bordering White Rock Road. Table 4 below details the height of the structure in relation to the reduced noise levels.

Table 4
Barrier Analysis Results
El Dorado Springs Subdivision – El Dorado County, California

Barrier Height (feet)	Predicted L_{dn} (dB) at Proposed Outdoor Activity Areas
No barrier	66
6	60
7	59
8	58
9	56
10	56

Application of the following mitigation measures below would minimize the effects of vehicular noise.

MM NOI-1: The applicant shall construct a minimum 6-foot tall soundwall along the rear property lines of the residential lots along White Rock Road. The location shall be in accordance with Figure 2 of the *Environmental Noise Analysis* prepared by Bollard Acoustical Consultants dated March 28, 2014.

Monitoring Responsibility: Planning Services

Monitoring Requirement: Details of the soundwall shall be incorporated into the Improvement Plan and Grading Plan for the subdivision. The entire soundwall shall be constructed prior to issuance of occupancy of the first residential building permit.

MM NOI-2: The applicant shall implement use of standard residential construction (wood or stucco siding, STC-27 windows, door weatherstripping, exterior wall insulation, composition plywood roof) on all residential units.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

Monitoring Responsibility: Planning Services

Monitoring Requirement: Details of the construction materials shall be incorporated into the Building Permit Plans for all residential building permits.

b. **Ground borne Shaking:** The project may generate ground borne vibration or shaking events during project construction. These potential impacts would be limited to project construction. Adherence to the time limitations of construction activities from 7:00 am to 7:00 pm Monday through Friday and 8:00 am to 5:00 pm on weekends and federally recognized holidays. Exceptions would be allowed if it could be shown that construction beyond these times would be necessary to alleviate traffic congestion and safety hazards. Adhering to these construction hours would limit the ground shaking effects in the immediate project area. Impacts would be less than significant.

c. **Permanent Ambient Noise Increases.** Post construction of the site and operation of residential development are not expected to add significant noise ambient levels of the surrounding area. The overall types and volumes of residential noise are not anticipated to be excessive and would be common to the surrounding residential uses in the area. Impacts would be anticipated to be less than significant.

d. **Temporary Ambient Noise Increases:** The construction phase of the project which includes construction of roads, utilities, and building pads would result in an increase in noise levels in the immediate area. Given adequate distance from the existing residences and buffering from the existing soundwalls, the noise effects are not anticipated to be excessive and, with application of standard construction hours, would ensure intermittent ambient noise increases would be less than significant.

e-f. **Aircraft Noise.** The proposed project would not be located adjacent to or in the vicinity of a public airport or private airstrip. As such, the project would not be subjected to excessive noise from a public or private airport. There would be no impact.

FINDING: Based on project and general site conditions, implementation of the project anticipates significant noise impacts that would be mitigated to less than significant impact. For this "Noise" category, the thresholds of significance are not anticipated to be exceeded with application of mitigation measures NOI-1 and NOI-2.

XIII. POPULATION AND HOUSING. *Would the project:*				
a. Induce substantial population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (i.e., through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion:

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

a. **Population Growth.** Based on the 2.3 person/dwelling unit ratio in the General Plan, approximately 113 maximum residents are anticipated to reside at subdivision buildout. This quantity is not representative of a substantial growth increase. Impact is less than significant impact.

b & c **Housing Displacement.** The site is vacant thus implementation of the project would not result in any displacement or relocation of housing. There would be no impact.

FINDING: It has been determined that there would be less than significant impacts to population growth and no housing displacement. For this "Population and Housing" category, impacts would be less than significant.

XIV. **PUBLIC SERVICES.** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a. Fire protection?			X	
b. Police protection?			X	
c. Schools?			X	
d. Parks?			X	
e. Other government services?			X	

Discussion:

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

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

a. **Fire Protection.** The project site is within the El Dorado Hills Fire Department Service Area for fire and emergency services. The department has reviewed the project and recommended specific conditions of approvals that would ensure adequate services to the development. A Wildfire Safe Plan has been approved by the Department which would further assist in implementing fire prevention measures. Less than significant impact

b. **Police Protection.** Police services would continue to be provided by the El Dorado County Sheriff's Department. Due to the size and scope of the project, the demand for additional police protection is not anticipated. Impacts would be less than significant.

c. **Schools.** The project site is within the Buckeye Union Elementary School District and El Dorado Union High School District. The nearest elementary school is Oak Meadows Elementary School located at 2.5 miles while the

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

nearest high school is Oak Ridge High School located four miles north of the project site. Based on the student generation factors, the project would anticipate a total of 25 elementary students and nine high school students. These amounts of students would be adequately accommodated by both school districts. Fees for schools would be collected at the time of building permit issuance. Anticipated impacts would be less than significant.

d. **Parks.** Section 16.12.090 of the County Code establishes the method to calculate the required amount of land for parkland dedication and in-lieu fee payment amount if parkland is not available. As discussed below, no park is proposed within the subdivision, however, given that the project site is within in the Rolling Hilling Community Services District (RHCSD), future residents of the proposed project would utilize the existing parks located in the Stonebriar subdivision maintained by RHCSD. The proposed project would be required to pay in-lieu fees for parkland per the County Code and pay park improvement fee in coordination and agreement with (RHCSD). Impacts would be less than significant.

e. **Government Services.** Other governmental services involved in review of project implementation would include the Department of Transportation, Development Services Department, and Environmental Management. Review of subsequent permit plan would require filing application and associated fees. Impacts would be less than significant.

FINDING: The project would not result in a significant increase of public services to the project. Increased demands to services would be addressed through the payment of established impact fees. For this 'Public Services' category, impacts would be less than significant.

XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion:

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

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

a. **Parks.** Per Section 16.12.090 of the County Code, a total of 0.41 acres of parkland would be required for the project. No park is proposed within the subdivision; however, as an option, the applicant would pay an in-lieu fees to the Rolling Hills Community Services District (RHCSD), in accordance with the County Code. Additionally, the project would be required to pay park improvement fees for the on-going use and maintenance of the existing park in the RHCSD. The above requirements shall be applied as conditions of approval for the project. Impacts would be less than significant.

b. **Recreational Services.** The project does not propose any on-site recreation facilities and would not require the construction of any new facilities. In lieu fees for the acquisition of parklands would be required for the project. Impacts would be less than significant.

FINDING: The project meet shall meet applicable requirements in accordance with the Subdivision Ordinance. For this

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

category impacts would be less than significant.

XVI. TRANSPORTATION/TRAFFIC. *Would the project:*				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?			X	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Discussion:

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

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

A *Traffic Impact Analysis* was prepared for the project by T.Kear Transportation Planning and Management, Inc dated April 22, 2014 (Attachment 11). The analysis has been evaluated and verified for conformance with applicable protocols for conducting the analysis by the Transportation Division. The analysis identified a total of 545 daily vehicle trips generated by the project, consisting of 46 AM peak -hour trips and 57 PM peak hour trips. Delay and Level-of-Service (LOS) were evaluated at all study intersections, and peak-hour signal warrants were evaluated at all unsignalized study intersections. The analysis also evaluated the US 50 westbound merge segment for traffic entering from the El Dorado Hills Boulevard interchange during the AM and PM peak hour. The responses below include a summary of the analysis and its results.

a-b. **Traffic Increases and Level of Standards.** The Transportation Division has reviewed the Traffic Impact Analysis, and has determined that the project would not exceed the thresholds established in the 2004 General Plan, including General Plan Policies TC-Xd (Level of Service) and TC-Xe (Road Conditions). The analysis evaluated the Baseline 2014 Conditions (AM and PM Delay and LOS) with the project at all study intersections and concluded that the respective intersections would be maintained and operate within the acceptable standards of the General Plan (see Table 9 below).

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

Table 9. Baseline 2014 Intersection Delay and Level-of-Service

Intersection	AM Baseline 2014 Delay (Seconds)	LOS	PM Baseline 2014 Delay (Seconds)	LOS	AM Baseline 2014 + Project Delay (Seconds)	LOS	PM Baseline 2014 + Project Delay (Seconds)	LOS
1. El Dorado Hills Blvd. & US 50 westbound ramps	67.5	E	25.6	C	68.7	E	25.7	C
2. Latrobe Rd. & US-50 eastbound ramps	21	C	12	B	20.9	C	12.1	B
3. Latrobe Rd. & Town Center Blvd.	20.2	C	56.3	E	20.2	C	56.9	E
4. Latrobe Rd. & White Rock Rd.	21.3	C	31.9	C	21.2	C	32.3	C
5. White Rock Rd. & Post St.	24.9	C	29.6	C	25.3	C	29.7	C
6. White Rock Rd. & Windfield Way,	24.4	C	26	C	24.5	C	25.8	C
7. White Rock Rd. & Manchester Dr.*	0.6 (15)	A (B)	0.6 (20.7)	A (C)	0.6 (15.4)	A (C)	0.6 (21.5)	A (C)
8. White Rock Rd. & Bailey Cir.*	0.5 (11.9)	A (B)	0.2 (17.2)	A (C)	0.5 (12)	A (B)	0.2 (17.6)	A (C)
9. White Rock Rd. & Stonebriar Dr.	17.8	B	18.3	B	17.6	B	18.4	B
10. White Rock Rd & E. project access*	n/a		n/a		0.1 (10.6)	A (B)	0.1 (10.8)	A (B)
11. White Rock Rd. & Carson Crossing Rd.*	0.5 (16.3)	A (C)	0.4 (24.7)	A (C)	1.2 (18.9)	A (C)	1 (32)	A (D)

* Two way stop controlled intersections –intersection average delay and level-of-service is reported first, followed by the delay and level-of-service for the worst approach in parentheses.

The analysis also included an evaluation of the project based on 2019 conditions utilizing the lane configurations from Baseline 2014 (AM and PM Delay and LOS) Conditions. As shown in Table 11, the analysis concluded that the respective intersections would be maintained and continue to operate within the acceptable standards of the General Plan.

Table 11. EPAP 2019 Intersection Delay and Level-of-Service

Intersection	AM EPAP 2019 Delay (Seconds)	LOS	PM EPAP 2019 Delay (Seconds)	LOS	AM EPAP 2019 + Project Delay (Seconds)	LOS	PM EPAP 2019 + Project Delay (Seconds)	LOS
1. El Dorado Hills Blvd. & US 50 westbound ramps	39.4	D	22.8	C	39.7	D	23.2	C
2. Latrobe Rd. & US-50 eastbound ramps	20.7	C	10.8	B	20.6	C	10	B
3. Latrobe Rd. & Town Center Blvd.	18.6	B	58	E	18.7	B	58.3	E
4. Latrobe Rd. & White Rock Rd.	26.8	C	34	C	21.9	C	34.8	C
5. White Rock Rd. & Post St.	25.5	C	31.8	C	24.8	C	31.6	C
6. White Rock Rd. & Windfield Way,	22.8	C	27.6	C	25.2	C	27.7	C
7. White Rock Rd. & Manchester Dr.*	0.5 (17.2)	A (C)	0.6 (27)	A (D)	0.5 (17.2)	A (C)	0.6 (28)	A (D)
8. White Rock Rd. & Bailey Cir.*	0.4 (12.5)	A (B)	0.3 (21.8)	A (C)	0.4 (12.5)	A (B)	0.3 (22.5)	A (C)
9. White Rock Rd. & Stonebriar Dr.	19.5	B	19.5	B	19.7	B	19.8	B
10. White Rock Rd & E. project access*	n/a		n/a		0.1 (10.2)	A (B)	0.1 (10.2)	A (B)
11. White Rock Rd. & Carson Crossing Rd.*	0.4 (17.2)	A (C)	0.5 (34.1)	A (D)	1.1 (21.5)	A (C)	1.3 (48.5)	A (E)

* Two way stop controlled intersections –Intersection average delay and level-of-service is reported first, followed by the delay and level-of-service for the worst approach in parentheses.

The analysis concluded that the proposed project would have less than significant impact on traffic operations within the study area. The proposed project is within the amount of development that was anticipated in the traffic study conducted for the General Plan and is consistent with that analysis. Project conditions of approval, including payment of Traffic Impact Mitigation (TIM) fees, shall be applied on the project.

Peak-hour signal warrant evaluated under all study scenarios for the stop controlled study intersections including White Rock Road and Manchester Drive, White Rock Road and Bailey Circle, White Rock Road and eastern project access road, and White Rock Road and Carson Crossing Road. The analysis concluded that the traffic levels and delays were found to not meet the peak hour warrant. Impact would be less than significant impact.

Project effects on the westbound merge segment of US Highway 50, west of the El Dorado Hills interchange, has been analyzed during AM peak hour. The project does not worsen this segment as outlined in the Policy TC-Xe. This segment is identified to operate a LOS F and anticipated ramp metering implemented as a part of the recently completed improvements (US50 HOV Lanes Phase 0, County CIP Project No. 53124) will improve traffic operation. The analysis concludes that implementation of metering would improve the deficiency from which the project will benefit. Impact would be less than significant impact.

c. **Air traffic.** The project would not result in a major change in established air traffic patterns for publicly or privately operated airports or landing field in the project vicinity. There would be no impact.

d. **Design Hazards.** The project would not create any significant traffic hazards. As conditioned, the proposed internal road (ie. turning ratio, speed design) and encroachments along White Rock Road would be constructed in accordance County Standards. Impacts would be less than significant.

e. **Emergency Access.** As conditioned, the project would be required to construct new access roads along White Road in accordance with County Design standards. Impacts would be less than significant.

f. **Alternative Transportation.** The project would not conflict with adopted plans, policies, or programs relating to alternative transportation. The site borders White Rock Road, which, at full improvement, would be constructed to have a Class II Bike Lane. There would be no impact.

FINDING: The impacts of the project related to Transportation would be less than significant. The traffic study prepared for the project did not identify impacts that would require mitigation measures for the project. For the Transportation/ Traffic category, impacts would be less than significant.

XVII. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

XVII. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Discussion:

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

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

a-e. **Wastewater Requirements.** The project would require connection to public wastewater system operated and managed by El Dorado Irrigation District (EID). According to EID, the treatment plant is currently operating with sufficient capacity to accommodate the project; however, the sewer lift station will require upgrades to the existing pump. Issuance of a meter award letter issued by EID shall be verified prior to recordation of the Final Map. Impacts would be less than significant.

Construction of New Facilities. No expansion to the existing EID public water and sewer system would be necessary to serve the project. Impacts would be less than significant.

Stormwater Facilities. The project would be required to construct stormwater infrastructures to serve the project which would connect to existing storm drainage infrastructures serving the existing development in this area of El Dorado Hills. No expansion of these infrastructures would be necessary. Impacts would be less than significant.

Sufficient Water Supply. The project would require connection to the public water system operated and managed by El Dorado Irrigation District (EID). According to EID, the water system is currently operating with sufficient capacity to accommodate the project. Issuance of a meter award letter issued by EID shall be verified prior to recordation of the Final Map. Impacts would be less than significant.

f. **Solid Waste Disposal.** In December of 1996, direct public disposal into the Union Mine Disposal Site was discontinued and the Material Recovery Facility/Transfer Station was opened. Only certain inert waste materials (e.g., concrete, asphalt, etc.) may be dumped at the Union Mine Waste Disposal Site. All other materials that cannot be recycled are exported to the Lockwood Regional Landfill near Sparks, Nevada. In 1997, El Dorado County signed a 30-year contract with the Lockwood Landfill Facility for continued waste disposal services. The Lockwood Landfill has a remaining capacity of 43 million tons over the 655-acre site. Approximately six million tons of waste was deposited between 1979 and 1993. This equates to approximately 46,000 tons of waste per year for this period.

After July of 2006, El Dorado Disposal began distributing municipal solid waste to Forward Landfill in Stockton and Kiefer Landfill in Sacramento. Pursuant to El Dorado County Environmental Management Solid Waste Division staff, both facilities have sufficient capacity to serve the County. Recyclable materials are distributed to a facility in Benicia and green wastes are sent to a processing facility in Sacramento. Impacts would be less than significant.

County Ordinance No. 4319 requires that new development provide areas for adequate, accessible, and convenient storing, collecting, and loading of solid waste and recyclables. On-site solid waste collection for the proposed project would be handled through the local waste management contractor. Adequate space would be available at the site for solid waste collection. Impacts would be less than significant.

g. **Solid Waste Requirements.** County Ordinance No. 4319 requires that new development provide areas for adequate, accessible, and convenient storing, collecting and loading of solid waste and recyclables. Onsite solid waste collection would be handled through the local waste management contractor. Adequate space would be available onsite. Impacts would be less significant.

FINDING: No significant impacts would result to utility and service systems from development of the project. For this 'Utilities and Service Systems' category, impacts would be less than significant.

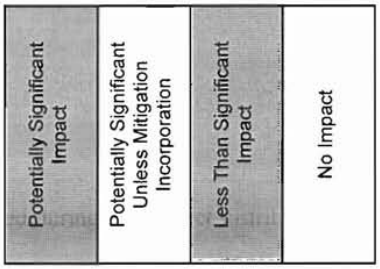
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE. *Does the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?		X		
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion:

a. **Impact to Fish and Wildlife.** The project would have impacts to identified wetlands and migratory bird and raptor habitat. The project would require permitting from United States Army Corp of Engineers and State of California Regional Water Control Board to mitigate impacts to wetland with implementation of Mitigation Measure BIO-2. Impacts to migratory bird and raptor habitat would be reduced with implementation of Mitigation Measure BIO-1. Application of these requirements would reduce potentially significant impacts to less than significant.

b. **Cumulative Impacts.** Cumulative impacts are defined in Section 15355 of the California Environmental Quality Act (CEQA) Guidelines as "two or more individual effects, which when considered together, would be considerable or which would compound or increase other environmental impacts." Based on the analysis in this Initial Study, it has been determined that the project would have a less than significant impact based on the issue of cumulative impacts. The project would connect to existing public water and sewer services and would not require the construction of new facilities. The project would be consistent with applicable General Plan policies and would extend the residential land use pattern in the area. The project has been analyzed for its cumulative traffic impact at the intersections and it was determined that fair share payment of the project-related TIM fees would be an acceptable mitigation for those intersections. Implementing the conditions of approval and with adherence to County permit requirements outlined by this document in the various sections and categories listed, cumulatively considerable impacts would be reduced below a level of significance.

c. **Effects on Human Being.** Environmental effects, which would appear to have the potential to cause substantial adverse effects on human beings directly or indirectly have not been identified during the project distribution and



analysis of the project elements. The project includes mitigation measures and conditions that would be applied to the project based on recommendations from affected agencies. As conditioned and mitigated, and with adherence to County General Plan policies and permit requirements, this Tentative Subdivision Map is not likely to cause project-related environmental effects which would result in substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant.

SUPPORTING INFORMATION SOURCE LIST

INITIAL STUDY ATTACHMENTS

Attachment 1: Location Map
Attachment 2: U.S.G.S. 7.5 Minute Quadrangle
Attachment 3: El Dorado Springs 23 Tentative Map
Attachment 4: El Dorado Springs 23 Preliminary Grading Plan
Attachment 5: Air Quality Analysis
Attachment 6: Biological Resource Assessment/Wetland Delineation
Attachment 7: Cultural Resources Inventory
Attachment 8: Geotechnical Engineering Study
Attachment 9: Drainage Study
Attachment 10: Environmental Noise Analysis
Attachment 11: Traffic Impact Analysis

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

El Dorado County General Plan Draft Environmental Impact Report
Volume 1 of 3 – EIR Text, Chapter 1 through Section 5.6
Volume 2 of 3 – EIR Text, Section 5.7 through Chapter 9
Appendix A
Volume 3 of 3 – Technical Appendices B through H

El Dorado County General Plan – A Plan for Managed Growth and Open Roads; A Plan for Quality Neighborhoods and Traffic Relief (Adopted July 19, 2004)

Findings of Fact of the El Dorado County Board of Supervisors for the General Plan

El Dorado County Zoning Ordinance (Title 17 - County Code)

County of El Dorado Drainage Manual (Resolution No. 67-97, Adopted March 14, 1995)

County of El Dorado Grading, Erosion and Sediment Control Ordinance (Ordinance No. 3883, amended Ordinance Nos. 4061, 4167, 4170)

El Dorado County Design and Improvement Standards Manual

El Dorado County Subdivision Ordinance (Title 16 - County Code)

Soil Survey of El Dorado Area, California

California Environmental Quality Act (CEQA) Statutes (Public Resources Code Section 21000, et seq.)

Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (Section 15000, et seq.)