

# Addendum to Program Level EIR for the Valley View Specific Plan

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January 2014

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## 1. SUMMARY

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### A. Introduction

This Addendum to the program Environmental Impact Report (EIR) for the Valley View Specific Plan has been prepared by El Dorado County in compliance with the requirements of the California Environmental Quality Act (CEQA). The program EIR was certified on December 8, 1998 based on the detailed development program identified in the Specific Plan. This Addendum identifies minor changes in the proposed development program for the land use plan within the project area, along with updated site and contextual information useful in review of the proposed project.

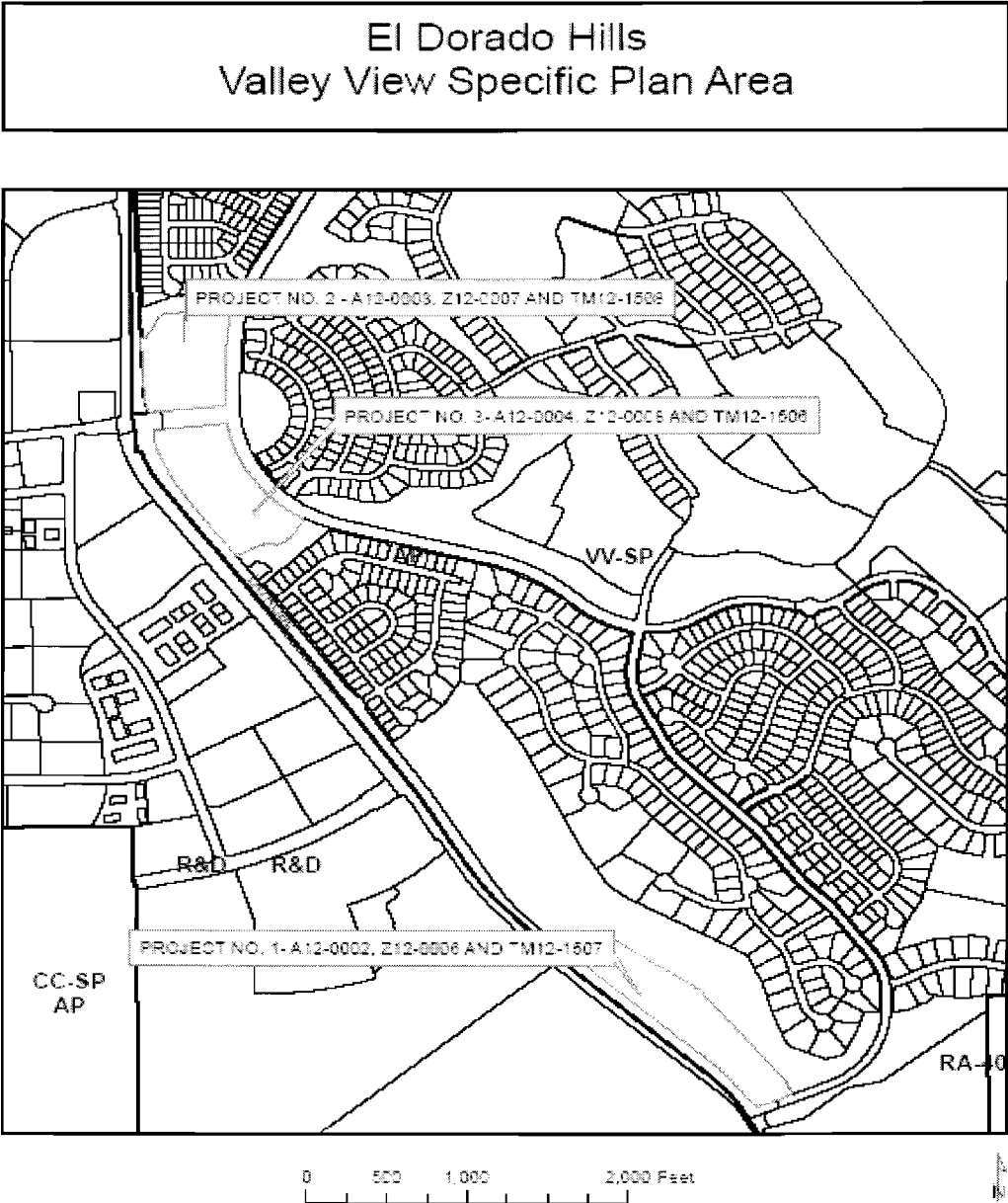
The projects consist of the following:

1. Specific Plan Amendment, Zone Change and Tentative Map (A12-0002, Z12-0006 and TM12-1507), for property located at Assessor's Parcel Number 118-140-61 (also known as Lot V), to allow a 10.8 acre parcel's land use and zoning to be amended from Mixed Use (MU) to Core Residential (CR) and to be subdivided into 70 residential lots and three lettered lots.
2. Specific Plan Amendment, Zone Change and Tentative Map (A12-0003, Z12-0007 and TM12-1508) for property located at Assessor's Parcel Number 118-140-63 (also known as Lot X), to allow a 7.85 acre parcel's land use and zoning to be amendment from Village Center (VC) to Core Residential (CR) and to be subdivided into 61 residential lots and two lettered lots.
3. Specific Plan Amendment, Zone Change and Tentative Map (A12-0004, Z12-0008 and TM12-1506) for property located at Assessor's Parcel Number 118-140-65 (also known as Lot W), to allow a 9.66 acre parcel's land use and zoning to be amended from Village Center (VC) to Core Residential (CR) and to be subdivided into 73 residential lots and seven lettered lots. The project would also include amending Figure 4.1 and 4.2 of the Specific Plan to address consistencies with buildout densities. In particular, the land use and zoning for Assessor's Parcel Number 118-130-01 (also known as the Vineyards) would be amended to VC and for Assessor's Parcel Number 118-130-18 (also known as Mercy Housing) the land use and zoning would be amended to Multi-family Residential (MFR).

This Addendum examines the consistency of the current project design and implementation with the Specific Plan and the project program EIR. Following this Summary Chapter, the Addendum includes the following major components:

Chapter 2: Project Description

**Figure 1: Project Location Map**



## **B. Previous EIR and Need for Addendum**

The El Dorado Hills Valley View Specific Plan EIR was certified by the Board of Supervisors on December 8, 1998 (Specific Plan EIR). The Specific Plan EIR evaluated development on all the properties within the 2,037 acre planning area at the program level, and included specific mitigation measures to address both site-specific and cumulative effects of development. The Specific Plan establishes detailed land use and residential density standards, design standards for residential and commercial development, a circulation plan and environmental protection standards for oak woodland and wetlands.

The Specific Plan EIR identified significance thresholds for all project impacts and included a comprehensive set of mitigation measures to reduce the potential effects of development on land use and open space, visual resources, transportation, public facilities and services, biological resources, geology and soils, hydrology and water quality, air quality, noise, public health and safety, cultural resources and energy. Proposed mitigation measures were found to reduce the effects of buildout under the Specific Plan to a less-than-significant level for eight of the twelve areas of impact identified. The County Board of Supervisors adopted Findings of Fact and a Statement of Overriding Considerations finding the project would have economic, social or other benefits (Appendix A):

### **1. Provisions of Permanent Jobs and Temporary Construction Jobs**

The Valley View Specific Plan was expected to add approximately 2,840 residential units to the El Dorado Hills community by the year 2009, and was to provide housing for an estimated 7,764 people. The project was to add approximately 107,000 square feet of commercial and industrial floor area and was to provide space for an estimated 268 jobs by the year 2009. The project was expected to stimulate additional development elsewhere in the El Dorado Hills area, as allowed by the El Dorado County General Plan. Implementation of the project was to require a large number of construction jobs for all the construction and associated infrastructure (i.e., roads, water and sewer lines). These additional jobs generated by the project were to also increase in the purchasing of goods and services in the area. The Valley View Specific Plan was to provide for future employment opportunities that would financially benefit the entire community.

### **2. Economic Benefits from Taxes Generated by the Project**

With the addition of 2,840 residential housing units, and office and retail uses in the project area, there was to be an eventual increase in property taxes and local sales tax from the purchase of goods and services within the community. This revenue was to be used to fund a variety of other services and capital improvements required by the County. This revenue increase represented a significant public benefit of the project.

### 3. Consistency with the County's General Plan Policies

The Valley View Specific Plan, in its land use design, supported the policy commitments set forth in General Plan goals and policies (Goals 2.1, and 2.2; and Policies 2.1.1.2 and 2.1.1.3) which required protection of existing communities, establishment of community regions, encouragement of mixed-use development, and provision of a range of land uses. The Valley View Specific Plan was consistent with the General Plan goals and policies, by planning the project site's development in comprehensive manner, providing mixed-use land uses consistent with those on surrounding properties. The project was able to mitigate any land use impacts to an acceptable level through its designing and location of specific land uses (e.g., relocation of playing field in relation to existing mobile homes). The Valley View Specific Plan was beneficial in furthering or effectuating many County General Plan goals and policies.

### 4. Provision of a Diverse Housing Stock and Jobs/Housing Balance

The Valley View Specific Plan provided for probable eventual development of 2,840 new housing units of various kinds, including substantial numbers of affordable units. The site is located adjacent to Town Center and the El Dorado Hills Business Park. These adjacent uses were expected to provide space for up to 30,000 jobs at buildout. The project was to provide a variety of housing types to above-moderate –income employees in the area. The project proposed townhomes, condominiums, and apartments affordable to moderate-income households. The Specific Plan provided an opportunity for residents to live near their place of employment, thus encouraging a jobs/housing balance for the area and avoiding long commute trips with the attendant traffic and air quality effects.

As further discussed in Chapters 3 and 4, the transportation, air quality, greenhouse gas emissions, noise and population, housing and employment, and other environmental effects of the proposed project would be no greater than those associated with the project considered in the Specific Plan EIR. This addendum has been prepared incorporating updated project information to efficiently address the current project design and context.

This Addendum has been prepared in accordance with the standards identified in Section 15164 of the CEQA Guidelines to evaluate the proposed project. As discussed in Chapter 2, the proposed project would amend the zoning for the project parcels from VC and MU to CR, which would allow for single family detached units to be developed on the project parcels. Commercial and mixed use development would no longer be developed on the project sites. The projected dwelling units for the plan area, with the amendment would not exceed a total of 2,840 dwelling units.

Subsection (a) of CEQA Guidelines Section 15164 provides that:

“The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of

the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred”

It is the conclusion of the analysis presented in Chapters 2 and 3 that none of the conditions identified in Guidelines Section 15162, would apply to the proposed project for the following reasons:

1. **Substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

The project would not result in new or expanded impacts beyond those identified in the previously certified Specific Plan EIR.

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

No substantial changes have occurred within the plan area, community or region which would lead to new or expanded significant project impacts. As documented in the attached Technical Appendices and reviewed in Chapters 2 and 3, cumulative development within the planning area is no greater than anticipated under the Specific Plan Program EIR. Development of the project would occur in the context of additional existing development and local roadway improvements. The Addendum therefore provides an updated description of current conditions and anticipated development over the next several years, in order to address the potential near-term impacts.

3. **New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete, shows any of the following:**
  - a. **The project will have one or more significant effects not discussed in the previous EIR or negative declaration.**

The proposed project does not present any new potentially significant effects not evaluated in the previous EIR.

- b. **Significant effects previously examined will be substantially more severe than shown in the previous EIR.**

The analysis provided in this Addendum shows that the previously identified significant effects of the Specific Plan would not be accentuated through implementation of the proposed project.

- c. **Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative.**

No changes in the feasibility of the Specific Plan mitigation measures have been identified.

- d. **Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent decline to adopt the mitigation measures or alternative.**

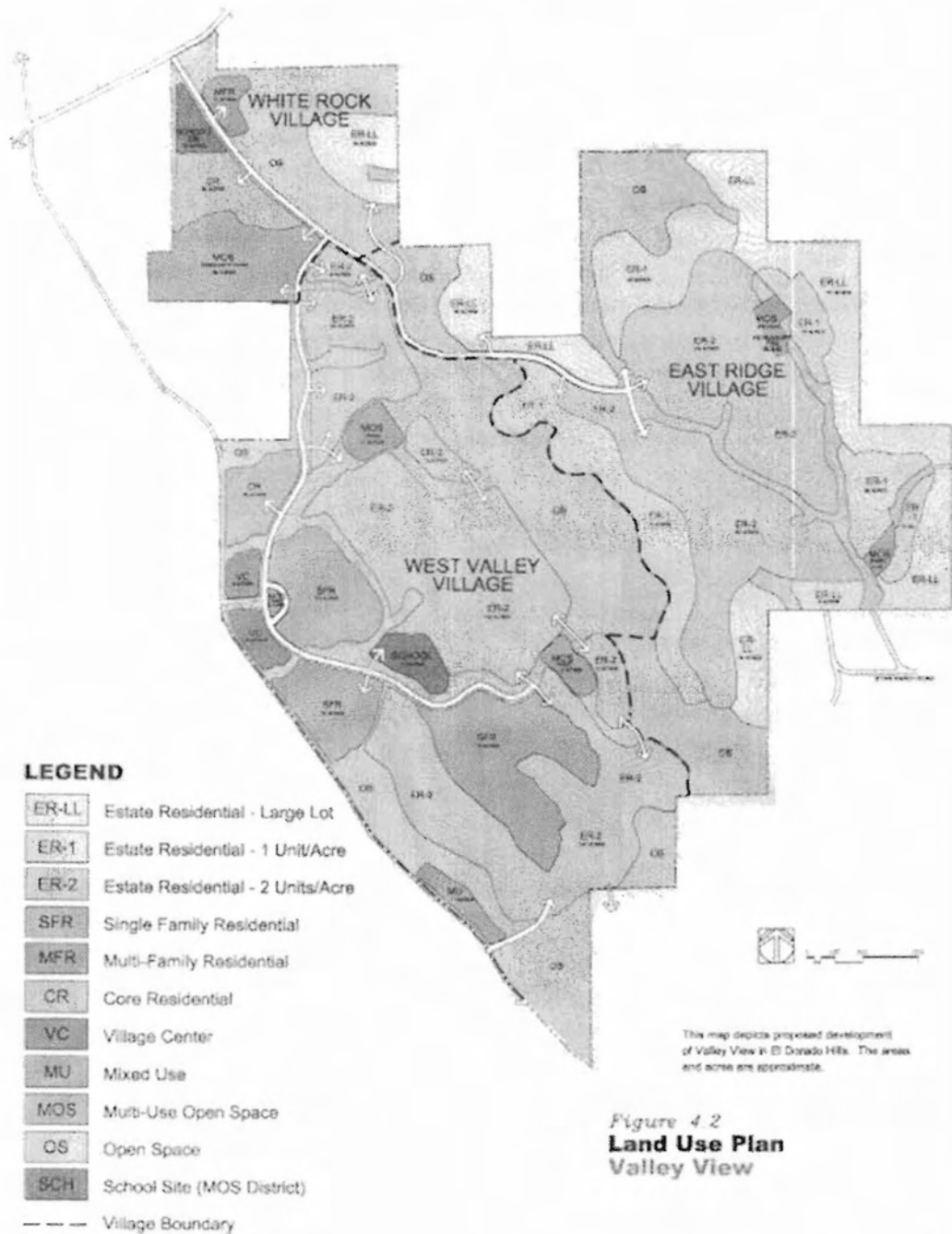
Supplemental mitigation measures are not recommended with the project proposal. The EIR Mitigation Monitoring Program is to be updated to verify completed projects and to update timing requirements to reflect 2013 requirements.



## 2. PROJECT DESCRIPTION

### A. Proposed Land Uses and Improvements

Adopted Figure 4.2



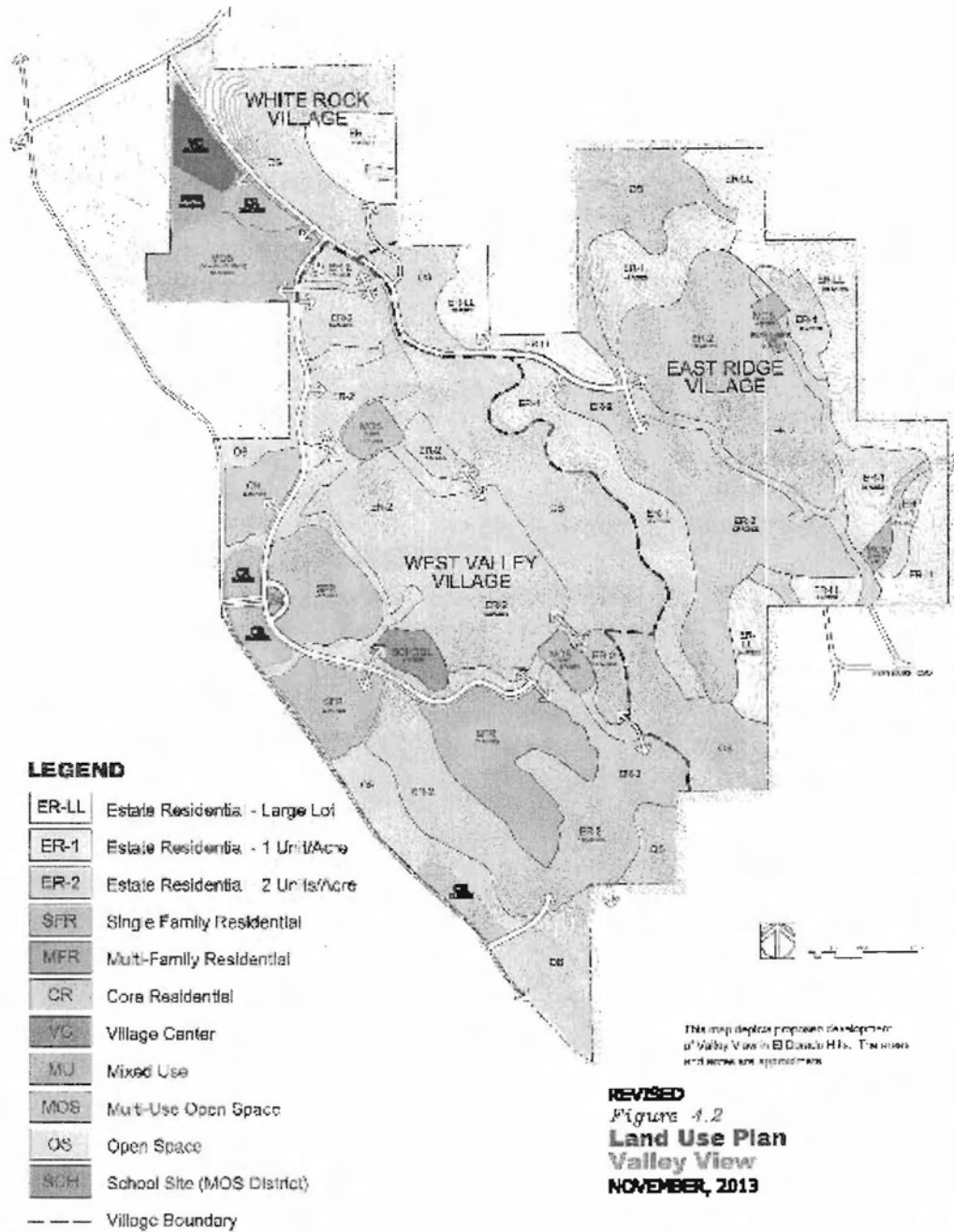
The Specific Plan provides for approximately 1,279 acres of residential uses, including a maximum of 2,840 homes (2,409 single-family and 431 multi-family units). Approximately 10.9 acres of land was designated for commercial/office uses, with a maximum of 107,000 square feet of floor area for retail, service and or office uses. The commercial/office uses were to be developed within the Village Center (VC), at the entrance to West Valley Village. Eighteen acres were designated VC, which was 1 percent of the plan area. Seventy percent of the total acreage of the Village Center was assumed to be developed as residential, and thirty percent as commercial.

In addition, the MU district, located at the southerly access point along Latrobe Road, was designated for higher density residential uses and professional offices. Uses were to be mixed either vertically on the same site or could occur in separate structures or on adjacent sites. Eleven acres were designated MU, which was 0.5 percent of the plan area. Fifty percent of the total acreage of the MU area was assumed to be developed as residential, and fifty percent as office.

The project would amend those properties currently designated VC and MU within the Specific Plan and rezone them to CR.

In addition, the applicant has identified Specific Plan land use areas that would be re-designated with the projects considered with this addendum. These areas are built-out with multi-family housing projects (The Vineyards and Mercy Housing) however, the underlying land use is not consistent with the developed projects (see revised Figure 4.2). The proposal would bring these sites into conformance with the Specific Plan and the density ranges provided for in Figure 4.1.

Proposed Figure 4.2

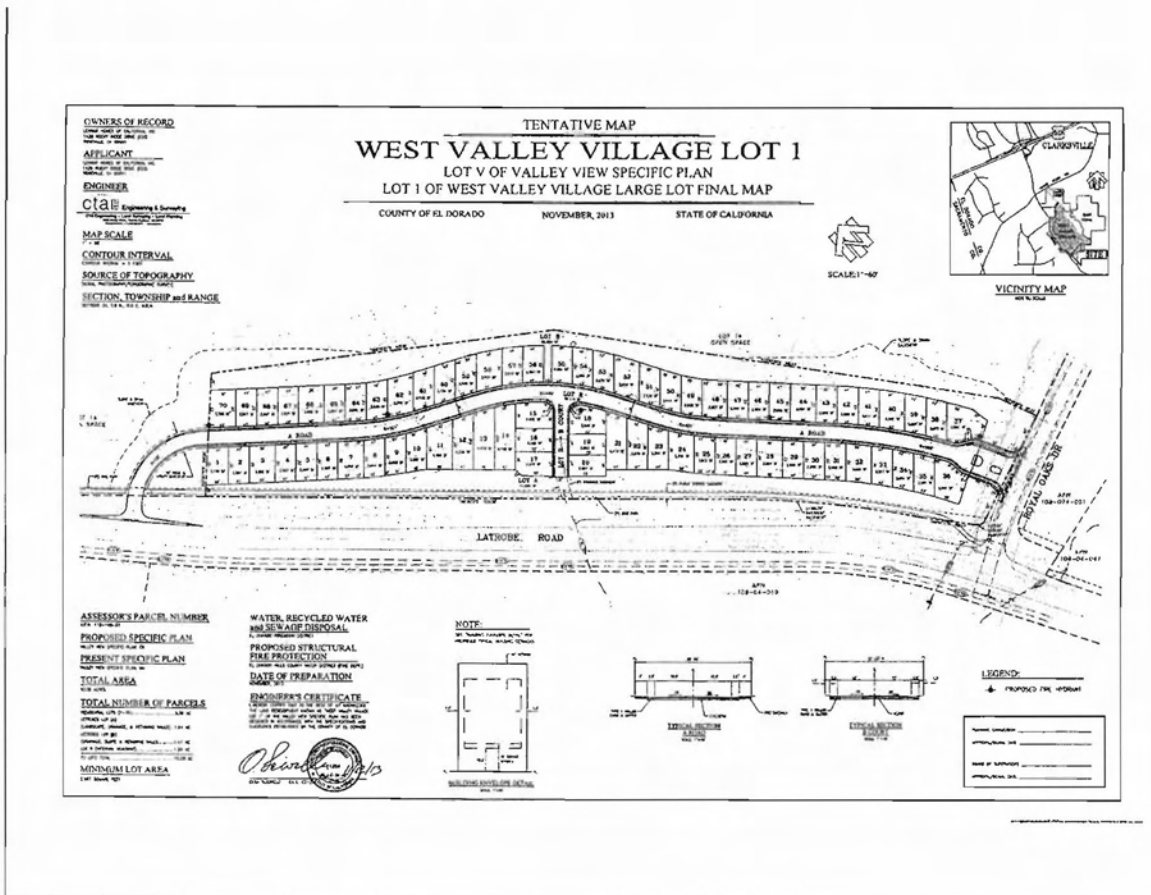


The VC district has now been identified north of the Specific Plan area and has been developed with multi-family housing units (The Vineyards) at a density consistent with the VC requirements. Commercial retail has not been developed and would not be planned for in this area, as it is built-out. In addition, a multi-family residential (MFR) use has been identified (Mercy Housing), currently built-out consistent with the Specific Plan density requirements. The land use of this area would be amended to be consistent with the as-built conditions.

Although the MU land use designation is proposed to be removed from the land use plan, the design criteria would remain within the Specific Plan document in the event another property could benefit from this type of use. A rezone and subsequent CEQA analysis would be required if a land use change to MU were to be considered. Tentative Maps are proposed for the three projects considered with this addendum.

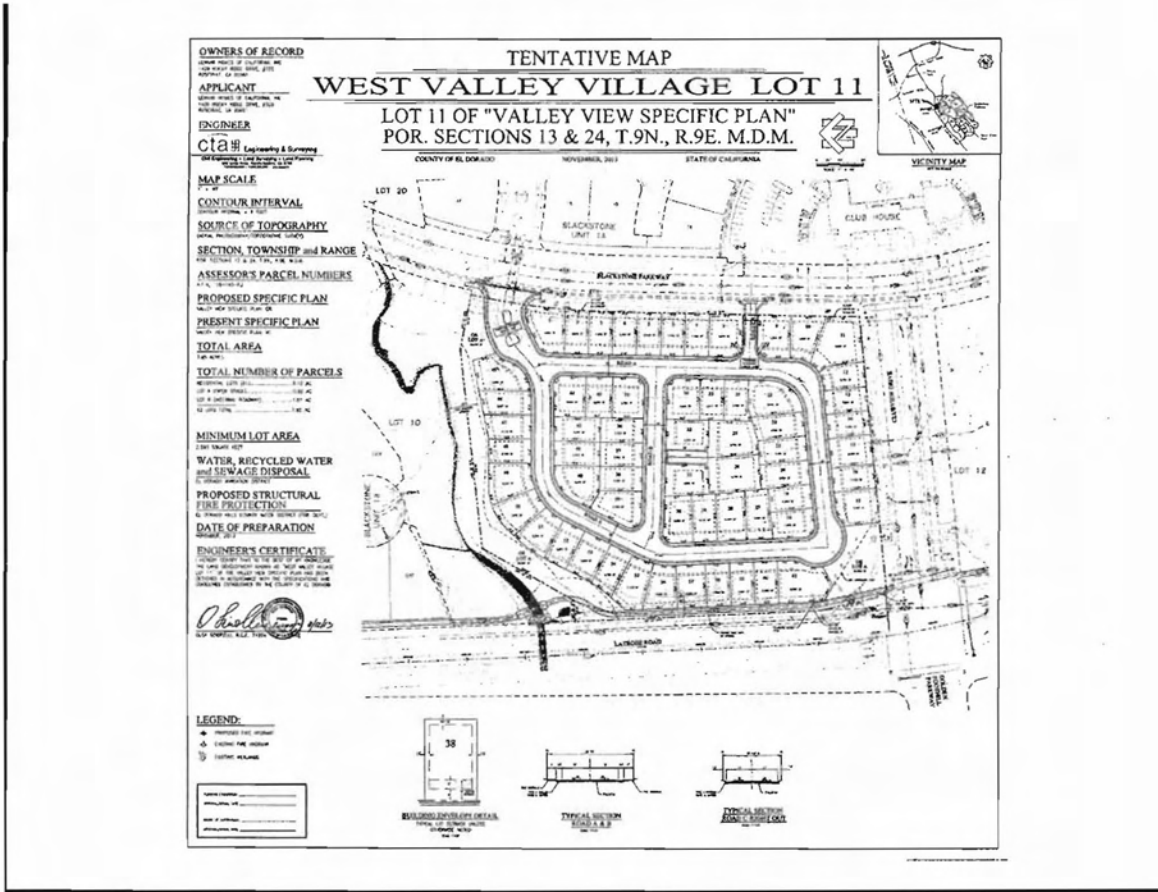
Proposed Project No. 1 (TM12-1507 (Lot V)) is a request for a Class 1 subdivision to subdivide the property into 70 residential lots ranging in size from 2,837 square feet to 5,159 square feet, with landscape lots to include Lot A to be 72,573 square feet and Lot B to be 67,392 square feet. The proposed Tentative Map is provided in Figure 2.

**Figure 2: Tentative Map TM12-1507**



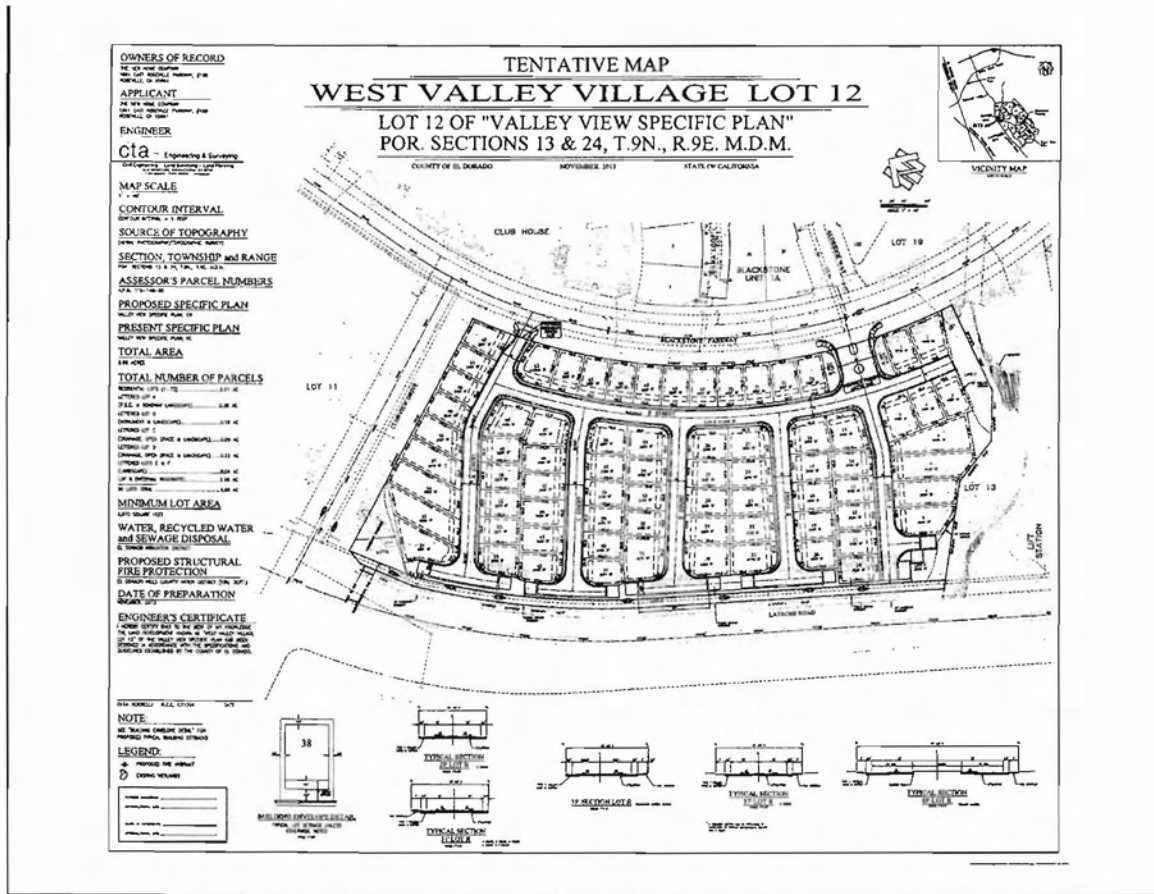
Proposed Project No. 2 (TM12-1508 (Lot X)) is a request for a Class 1 subdivision to subdivide the property into 61 residential lots ranging in size from 2,993 square feet to 6,200 square feet, with landscape Lot A to be 39,947 square feet. The proposed Tentative Map is provided in Figure 3.

**Figure 3: Tentative Map TM12-1508**



Proposed Project No. 3 (TM12-1506 (Lot W)) is a request for a Class 1 subdivision to subdivide the property into 73 residential lots ranging in size from 3,143 square feet to 6,195 square feet, with landscape lots to include Lot A to be 15,659 square feet, Lot B to be 7,135 square feet, Lot C to be 5,984 square feet, Lot D to be 9,305 square feet, Lot E to be 1,323 square feet and Lot F to be 1,287 square feet. The proposed Tentative Map is provided in Figure 4.

Figure 4: Tentative Map TM 12-1506



**B. Relationship to Adopted Valley View Specific Plan**

As noted in the preceding section, the maximum buildout for the Specific Plan has been identified as 2,840 homes. To date, 672 multi-family homes have been constructed within the Plan Area, and 1,258 single family lots have received entitlement. There are 910 units available to be entitled within the Plan Area. The project would propose a total of 204 units. The densities proposed would not exceed the maximum buildout projection identified in Figure 4.1 of the Specific Plan.

**Land Use Table and Specific Plan Buildout**

The buildout of the densities and intensities of planned uses is tabulated in Figure 4.1. These land uses are shown in Figure 4.2, the Land Use Plan for Valley View which appears on the following page.

**Figure 4.1  
Land Use Table**

Land Use District	Abbreviation	Density Range <sup>1</sup> / Intensity <sup>2</sup>	Acreage	% of Plan	Dwelling Units <sup>3</sup> /Sq Footage <sup>4</sup>
Estate Residential [.25-2.0 dus/ac]	ER-LL	.25/	206	10%	
	ER-1	1/	172	8%	
	ER-2	2/	648 <sup>5</sup>	32%	
Single Family Residential	SFR	4/	152	7%	
Core Residential	CR	6-15/	53 <sup>7</sup>	3%	
Multi-family Residential	MFR	12/	11	0.5%	
Mixed Use	MU	10/.20	11 <sup>5</sup>	0.5%	
Village Center	VC	12/.25	18 <sup>6</sup>	1%	
[Subtotal: Developed]			1271	62%	
Open Space/Buffer	OS	n.a.	617	30%	
Multiuse Open Space	MOS	n.a.	86	5	
[Subtotal: Open Space]			703	35%	
School Sites	varies	n.a.	24	1%	
Major Roads	n.a.	n.a.	39	2%	
[Subtotal: Public]			63	3%	
<b>Total</b>		<b>1.44</b>	<b>2037</b>	<b>100%</b>	<b>2840/100</b>

<sup>1</sup>Gross density, including local roads, expressed in dwelling units per acre. All acreages are approximate.

<sup>2</sup>Expressed as a floor area ratio (FAR), the ratio of the total gross leaseable floor area as a percentage of the site devoted to the commercial or research and development use.

<sup>3</sup>Projected dwelling units including attached units. Actual units may vary but shall not exceed a total of 2840 d.u.'s for the entire Plan area.

<sup>4</sup>Total gross leaseable floor area in 1000' s of square feet.

<sup>5</sup>50% of total acreage assumed to be developed as residential, 50% as office.

<sup>6</sup>70% of total acreage assumed to be developed as residential, 30% as commercial

<sup>7</sup>CR or ER acreage will increase if school site(s) are not accepted by district.

The Specific Plan amendment would rezone the three project sites to CR and allow for detached single family units to be developed. The development of these units would be subject to the CR district development standards. The CR district allows for single

family detached homes to be developed on parcels with a maximum of 6,200 square feet. Building envelopes are to be considered with the Tentative Map applications. Each single family detached unit is required to have a minimum of two enclosed parking spaces within a garage.

The residential housing product and their distribution are consistent with Chapter 4 of the Specific Plan, which encourages a mix of housing types and densities to respond to changing preferences in housing and accommodates current trends in housing. Although at the lower end of the density range, the proposal is consistent with the CR designation of the adopted Specific Plan. Land Use Table Figure 4.1 has been revised to reflect the proposed project.

Revised Figure 4.1  
**Land Use Table**

Land Use District	Abbreviation	Density/ Range <sup>1</sup> / Intensity <sup>2</sup>	Original Specific Plan		Proposed Rezone Lots X, W and V to		Dwelling Units <sup>3</sup> / Sq Footage <sup>4</sup>
			Acreage	% of Plan	Acreage	% of Plan	
Estate Residential [.25-2.0 dus/ac]	ER-LL	.25/	206	10%	206	10%	
	ER-1	1/	172	8%	172	8%	
	ER-2	2/	648 <sup>7</sup>	32%	648 <sup>7</sup>	32%	
Single Family Residential	SFR	4/	152	7%	152	7%	
Core Residential	CR	6-15/	53 <sup>7</sup>	3%	62 <sup>7</sup>	3.0%	
Multi-family residential	MFR	12/	11	0.5%	11 <sup>8</sup>	0.5%	
Mixed Use	MU	10/.20	11 <sup>5</sup>	1%	0 <sup>5</sup>	0%	
Village Center	VC	12/.25	18 <sup>6</sup>	1%	19 <sup>9</sup>	1%	
	[Subtotal: Developed]		1271	62%	1270	61.5%	
Open Space/Buffer	OS	n.a.	617	30%	628	30.8%	
Multiuse Open Space	MOS	n.a.	86	5%	86	5%	
	[Subtotal: Open Space]		703	35%	714	35.8%	
School Sites	varies	n.a.	24	1%	14	0.7%	
Major Roads	n.a.	n.a.	39	2%	39	2%	
	[Subtotal: Public]		63	3%	53	2.7%	
	<b>Total</b>		<b>2037</b>	<b>100%</b>	<b>2037</b>	<b>100%</b>	<b>2840/100</b>

<sup>1</sup>Gross density, including local roads, expressed in dwelling units per acre. All acreages are approximate.

<sup>2</sup>Expressed as a floor area ratio (FAR), the ratio of the total gross leaseable floor area is a percentage of the site devoted to the commercial or research and development use.

<sup>3</sup>Projected dwelling units including attached units. Actual units may vary but shall not exceed a total of 2840 d.u.'s commercial or research and development use.

<sup>4</sup>Total gross leaseable floor area in 1000's of square feet.

<sup>5</sup>50% of total acreage assumed to be developed as residential, 50% as office.

<sup>6</sup>70% of total acreage assumed to be developed as residential, 30% as commercial.

<sup>7</sup>CR or ER acreage will increase if school site(s) are not accepted by district.

<sup>8</sup>MFR Density Bonus provision per GP policy 4.3 1.2

<sup>9</sup>Total acreage to be developed as residential, no commercial.



### 3. ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION

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#### A. Certified FEIR for the Valley View Specific Plan

The Certified program EIR for the El Dorado Hills Valley View Specific Plan anticipated development of the plan area with specified mitigation measures that would be applied to subsequent development. Additional CEQA analysis is not required for residential projects within a specific plan for which an EIR was prepared, provided that all mitigation measures are satisfied and no new environmental effects are identified. The adopted Mitigation Monitoring and Reporting Program for the Valley View Specific Plan is attached to this Addendum as Appendix B. The analysis provided in Section 3.B below confirms that the proposed project would not differ materially in its effects on the environment from the analysis presented in the Specific Plan Program EIR.

#### B. Updated CEQA Documentation

##### (1) Transportation

El Dorado Hills Boulevard/Latrobe Road runs in a north-south direction and currently serves as the primary access roadway between the mostly residential El Dorado Hills community north of the Highway 50 and the El Dorado Hills Business Park south of Highway 50. El Dorado Hills Boulevard becomes Latrobe Road, which extends south past the project site and through the community of Latrobe to State Route 16. Latrobe Road also serves as the primary access to the El Dorado Hills Business Park.

Because the Valley View Specific Plan was to be developed in phases, it was not possible to analyze traffic impacts by phase because of the uncertainties regarding timing and scope of each project phase, as well as the phasing of other cumulative projects in the vicinity. To address this, the Valley View Specific Plan EIR identified the following impact:

***Impact T-16: County Roadway Improvement Phasing Needs.*** *If the offsite roadway system improvements identified in this EIR as necessary to meet General Plan specified LOS standards are not completed as each development increment occurs, the project could result in an interim LOS deficiency. This effect would represent a significant adverse impact.*

The Valley View Specific Plan offsite roadway improvement mitigation measures were intended to be developed incrementally over a number of years as traffic generated by the project incrementally increased. If roadway improvement needs were not completed, as specified within the EIR, significant roadway operation deficiencies would occur. To address the impact, the following Mitigation Measure was identified:

***Mitigation Measure T-16:*** *Ongoing traffic study and mitigation monitoring measures shall be implemented by project developers and the County. The County's General Plan includes policies calling for such ongoing traffic study*

*and monitoring. As detailed in Section IV.D.6 below, these policies shall be implemented with the project through the following two mechanisms:*

- *T-16a: Interim Traffic Studies, and*
- *T-16b: the DOT Annual Monitoring Program*

*Implementation of these measures, as detailed below, will reduce this impact to a less than significant impact.*

***T-16a: Interim Traffic Studies:*** *Traffic studies shall be conducted by the developer and submitted to DOT together with each application for tentative map approval of future phases of the project. The traffic study shall identify the facilities necessary to accommodate traffic from the tentative map increment, in light of other development activity in the area. DOT shall review these studies to determine the adequacy of the roadway improvement sequences proposed and, if necessary, to identify what further sequences of the roadway improvement needs identified in the EIR are necessary for the increment of the project.*

*The information gathered through this process can also be utilized by the DOT in prioritizing and scheduling the list of improvements already included in the County's 20-year CIP. If the traffic report prepared for the tentative map identifies the need for an offsite improvement which is not already listed and scheduled in the CIP and RIF to be constructed in the time frame necessary to mitigate the impact of the tentative map, the tentative map shall be conditioned to require the necessary construction. The developer may then be required to construct the identified improvement, provided that the developer making the improvement will be entitled to reimbursement either through cash payments from funds received by the County from RIF fees or through full or partial credits against RIF fees payable from development within the Valley View Specific Plan area. The timing and extent of such reimbursement or credit shall be set forth in a reimbursement agreement between the constructing developer and the County.*

***T-16b: DOT Annual Monitoring Program:*** *Coordination of timing of project offsite roadway mitigations with the sequence of project-plus cumulative development shall also be monitored through review by the DOT of its Traffic Count Annual Summary.*

The Department of Transportation brought forward to the Board of Supervisors in June 2003, a "Traffic Operations Analysis" (Level of Service Evaluation) prepared by Prism Engineering. This report documented that the two Highway 50 ramp intersections were operating under congested conditions (LOS F for some intersection movements). A supplemental Traffic Analysis for the West Valley Village was submitted on December 15, 2003, prepared by Crain and Associates. This supplemental Traffic Analysis was prepared in response to the Board of Supervisors requirements of Resolution No. 160-2000, in which they determined that Tentative Map TM99-1359 required the preparation of a new initial study and subsequent environmental documentation. The initial study was

to determine if the West Valley Village subdivision would have a significant adverse effect on County roads and highway that were not evaluated in the prior program EIR.

The Crain and Associates Supplemental Traffic Analysis considered traffic on a project level for the West Valley Village phase of the Valley View Specific Plan. The project included 1,143 housing units, a 900-student school site and park sites. Although not all future phases were analyzed, the Traffic Analysis did provide for future year “2015 Traffic Analysis Results with Cumulative Development” and “2025 Traffic Analysis Results with Full Cumulative Growth”.

To address all aspects of the Board of Supervisors requests, the Department of Transportation independently examined three intersections:

- a. El Dorado Hills Boulevard and the westbound (WB) Highway 50 ramps
- b. Latrobe Road and the eastbound (EB) Highway 50 ramps
- c. Latrobe Road and White Rock Road

It was identified that the Phase I interchange enhancements would substantially improve LOS conditions. The Transportation Division has identified those Conditions of Approval that were placed on the West Valley Village Tentative Map (TM99-1359) and the current status of those improvements in Appendix N.

The Crain and Associates Supplemental Traffic Analysis did not analyze the project sites discussed in the Addendum. Therefore, Kimley-Horn and Associates prepared Trip Generation Evaluations for the proposed projects dated December 10, 2012 and April 30, 2013 (Appendix C) to comply with Mitigation Measure T-16. Consistent with the requirements of Mitigation Measure T-16, the purpose of the evaluations were to identify if additional off-site improvements would be required as a result of each development project.

**Proposed Project No. 1 (Lot V):** A supplemental, focused traffic analysis for Lot V was completed in 2006. The scope of the analysis was approved by the County on January 19, 2006 and was compliant with Mitigation Measure T-16. The Kimley-Horn and Associates updated traffic analysis focused on the current project’s trip generation characteristics compared to what was previously contemplated and approved for the project site.

The 11-acre site was identified for mixed use in the Specific Plan EIR. The 2006 traffic study analyzed a 112 single-family unit live work project that was to be developed at the project site. Based on the information provided in Table 1, the proposed 70 unit project would generate a 22 percent reduction in AM peak-hour trips and 13 percent reduction in PM peak-hour trips when compared to the 2006 Study.

**TABLE 1**  
**Proposed Project No. 1 (A12-0002, Z12-0006 and TM12-1507)**  
**Lot V**

SUMMARY OF ORIGINAL AND PROPOSED PROJECTS					
Lot (size)	Original Uses <sup>1</sup>				Proposed # Single-Family Units
	# Single-Family Units	Retail (ksf)	Office (ksf)	R&D (ksf)	
11- acres	55 (112 <sup>2</sup> )	-	24	24	70

<sup>1</sup> Per DEIR, <sup>2</sup> Per 2006 Study

The project is not anticipated to adversely affect any access (including vehicle storage and traffic control). In addition, numerous West Valley Village offsite traffic improvements (as specified in the 2003 Study and as part of the County's Capital Improvement Program) have since been constructed.

**Proposed Project No. 2. (Lot X):** The 7.85-acre site is proposed to be developed with 61 single-family detached dwelling units. The project site is located in the northeast corner of the Latrobe Road intersection with Golden Foothill Parkway/Clubview Drive intersection. Based on the information provided in Table 2, the proposed project would generate an estimated 660 total daily trips with 52 trips occurring during the AM peak-hour, and 67 trips occurring during the PM peak-hour.

**TABLE 2**  
**Proposed Project No. 2 (A12-0003, Z12-0007 and TM12-1508)**  
**Lot X**

PROPOSED PROJECT TRIP GENERATION												
Land Use (ITE Code)	Size (units)	Total Daily Trips	AM Peak-Hour				PM Peak - Hour					
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
Single Family Detached Housing (210)	61	660	52	25	13	75	39	67	63	42	37	25
No New External Trips		660	52		13		39	67		42		25

Source: Trip Generation Manual, 9<sup>th</sup> Edition, ITE

**Proposed Project No. 3 (Lot W):** The 9.66-acre site is proposed to be developed with 73 single-family detached dwelling units. The project site is located in the southeast corner of the Latrobe Road Intersection with Golden Foothill Parkway/Clubview Drive intersection. Based on the information provided in Table 3, the proposed project would generate an estimated 780 total daily trips with 61 trips occurring during the AM peak-hour, and 79 trips occurring during the PM peak-hour.

**TABLE 3**  
**Proposed Project No. 3 (A12-0004, Z12-0008 and TM12-1506)**  
**Lot W**

PROPOSED PROJECT TRIP GENERATION												
Land Use (ITE Code)	Size (units)	Total Daily Trips	AM Peak-Hour				PM Peak – Hour					
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
Single Family Detached Housing (210)	73	780	61	25	15	75	46	79	63	50	37	29
No New External Trips		780	61		15		46	79		50		29

Source: Trip Generation Manual, 9<sup>th</sup> Edition, ITE

Project impacts were determined by comparing conditions with the proposed project to those without the project. Impacts for intersections are created when traffic from the proposed project forces the LOS to fall below a specific threshold. As quoted from the traffic evaluation for the specific plan amendment prepared by Kimley-Horn and associates, the County’s standards are specified as follows:

“Level of Service (LOS) for County-maintained roads and State highways within unincorporated areas of the County shall not be worse than LOS E in the Community Regions...” “If a project causes the peak-hour level of service...on a County road or State highway that would otherwise meet the County standards (without the project) to exceed the (given) values, then the impact shall be considered significant.”

“If any county road or state highway fails to meet the (given) standards for peak hours level of service...under existing conditions, and the project will ‘significantly worsen’ conditions on the road or highway, then the impact shall be considered significant.” According to General Plan Policy TC-Xe, ‘significantly worsen’ is defined as “a 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or the addition of 100 or more daily trips, or the addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.”

These standards are from the *Traffic Impact Study Protocols and Procedures*, adopted by the County in June, 2008.

Based upon the analysis, the addition of the proposed projects would not significantly worsen conditions at any of the study intersections based on existing 2013 scenario, or the existing plus approved projects 2018 scenario. With the completion of many of the required improvements in the area and the documented level of service in the area, transportation related impacts associated with the proposed projects would be **less than significant** with the implementation of project Conditions of Approval.

**(2) Air Quality**

The 1998 EIR for the Valley View Specific Plan addressed air quality issues, including the effects of project-related mobile emissions increases, point sources (e.g., wood

burning stoves, lawn mowers, mechanical system), and short-term construction activities on local and regional air quality.

Since 1998, there have been several legislative updates regarding air quality. The updated reports prepared by PMC address these legislative changes as they pertain to Air Quality and Greenhouse Gas impacts.

In 2003, the California Legislature enacted Senate Bill 656 to reduce public exposure to  $PM_{10}$  and  $PM_{2.5}$  (codified Health and Safety Code 39619). California Air Resource Board (CARB) approved a list of the most readily available, feasible, and cost-effective control measures that can be employed by air districts to reduce  $PM_{10}$  and  $PM_{2.5}$  (collectively referred to as PM (Particulate Matter)) in 2004. The list is based on rules, regulations, and programs existing in the state as of January 1, 2004, for stationary, area-wide, and mobile sources. In 2005, air districts adopted implementation schedules for selected measures from the list. The implementation schedules identify the appropriate subset of measures and the dates for final adoption, implementation, and the sequencing of selected control measures. In developing the implementation schedules, each air district prioritized measures based on the nature and severity of the PM problem in its area and cost effectiveness. Consideration was also given to ongoing programs such as measures being adopted to meet national air quality standards or the state ozone planning process.

El Dorado County Air Quality Management District (EDCAQMD) has also adopted various rules and regulations pertaining to the control of emissions from area and stationary sources. All projects are subject to EDCAQMD rules and regulations in effect at the time of construction. In addition to not attaining the federal or state ozone standards, the region does not attain the federal  $PM_{2.5}$  standards or state  $PM_{10}$  standards.

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. When determining whether a land use development has cumulative air quality issues, EDCAQMD considers the OAP, the  $PM_{10}$  Implementation/Maintenance Plan and Re-Designation Request for Sacramento County ( $PM_{10}$  Plan).

The projects were reviewed in accordance with CEQA Guidelines Appendix G thresholds of significance, to determine whether they would:

1. Conflict with or obstruct implementation of any applicable air quality plan.
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including

releasing emissions which exceed quantitative thresholds for ozone precursors).

4. Expose sensitive receptors to substantial pollutant concentrations.
5. Create objectionable odors affecting a substantial number of people.

The projects were also reviewed in accordance with EDCAQMD's Guide to Air Quality Assessment (2002), which states that a land use development is conforming to the air quality plan if:

1. The project does not require a change in the existing land use designation (e.g., a general plan amendment or rezone), and projected emissions of Reactive Organic Gasses (ROG) and Nitrous Oxides (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 Air Quality Assessments prepared by PMC dated November 2013 determined that the projects would not conflict with implementation of the applicable air quality plans. The emissions generated from the construction and operations of single family units would not exceed EDCAQMD thresholds of 82 pounds per day of ROG or 82 pounds per day of NOx. Conditions of Approval would be implemented that would reduce emissions consistent with OAP, the PM<sub>10</sub> Plan and the EDCAQMD rules and regulations. ROG emissions from construction would surpass applicable thresholds without further remediation. The projects would be conditioned to require all architectural coatings for interior and exterior use have less than 100 grams of VOC per liter of coating. With implementation of the Conditions of Approval and the previously adopted Mitigation Measures in the Valley View Program EIR, air quality impacts associated with the proposed projects would be **less than significant**.

### **(3) Greenhouse Gas Emissions**

The adoption of recent legislation has provided a clear mandate that climate change must be addressed in an environmental review for a project subject to CEQA. This was not the case in 1998, when the Valley View Specific Plan EIR was adopted. For this Specific Plan Amendment, the projects have been reviewed in accordance with CEQA Guidelines Appendix G thresholds of significance, to determine whether they would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Significance thresholds for greenhouse gas (GHG) emissions resulting from land use development projects have not been established in El Dorado County. In April 2012, the San Luis Obispo County Air Pollution Control District (SLOAPCD) published its GHG threshold. EDCAQMD staff had determined that the utilization of SLOAPCD's GHG threshold is considered reasonable and appropriate, based on geographic similarities, population size, and other similar attributes.

The GHG emissions of the proposed projects were calculated by the consultant, PMC, using the California Emissions Estimator Model (CalEEMod). This model is the most current emissions model approved for use in California by various air districts.

GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact.

GHG emissions associated with the projects would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and indirect source emissions, such as electricity usage for lighting. Projected GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions. The projected operational GHG emissions resulting from the proposed projects have been compared with the estimated GHG emissions associated with allowed development under the existing land use designations. These comparisons are provided in the following three tables.



**TABLE 1**  
**Estimated Project Greenhouse Gas Emissions**  
**Comparison between Proposed Project No. 1 (A12-0002, Z12-0006 and TM12-1507)**  
**and Currently Allowed Development under the Existing Land Use Designation**  
**Lot V**

Emissions Source	Carbon Dioxide (CO <sub>2</sub> )	Methane (CH <sub>4</sub> )	Nitrous Oxide (N <sub>2</sub> O)	CO <sub>2e</sub>
<b>Proposed Project - Residential Units</b>				
Construction Amortized over 30 Years	14	0.00	0.00	14
Area Source (landscaping, hearth)	164	0.07	0.01	168
Energy	275	0.01	0.00	277
Mobile	839	0.04	0.00	839
Waste	10	0.60	0.00	23
Water	10	0.14	0.00	14
<b>Total</b>	<b>1,312</b>	<b>0.86</b>	<b>0.01</b>	<b>1,335</b>
<b>Development Allowed Under Existing Land Use Designation<sup>1</sup></b>				
Construction Amortized over 30 years	19	0.00	0.00	19
Area Source (landscaping, hearth)	117	0.05	0.00	120
Energy	877	0.03	0.02	883
Mobile	6,232	0.41	0.00	6,240
Waste	41	2.4	0.00	91
Water	51	0.71	0.02	72
<b>Total</b>	<b>7,337</b>	<b>3.6</b>	<b>0.04</b>	<b>7,425</b>
<b>Difference</b>				
Construction Amortized over 30 years	-5	0.0	0.00	-5
Area Source (landscaping, hearth)	+47	+0.02	+0.01	+48
Energy	-602	-0.01	0.00	-606
Mobile	-5,393	-0.37	0.00	-5,401
Waste	-31	-1.8	0.00	-68
Water	-41	-0.57	0.00	-58
<b>Total</b>	<b>-6,025</b>	<b>-2.74</b>	<b>-0.03</b>	<b>-6,090</b>

<sup>1</sup>The current land use designation is Mixed Use, which allows for attached single-family dwellings, multi-family dwellings, professional office buildings, and financial institutions. An even distribution of acreage was assumed for each of these allowed land uses to estimate potential emissions from currently allowed land uses.

**TABLE 2**  
**Estimated Project Greenhouse Gas Emissions**  
**Comparison between Proposed Project No. 2 (A12-0003, Z12-0007 and TM12-1508)**  
**and Currently Allowed Development under the Existing Land Use Designation**  
**Lot X**

Emissions Source	Carbon Dioxide (CO <sub>2</sub> )	Methane (CH <sub>4</sub> )	Nitrous Oxide (N <sub>2</sub> O)	CO <sub>2e</sub>
<b>Proposed Project - 61 Residential Units</b>				
Construction Amortized over 30 Years	12	0.00	0.00	12
Area Source (landscaping, hearth)	143	0.06	0.01	146
Energy	240	0.01	0.00	241
Mobile	731	0.04	0.00	732
Waste	9	0.52	0.00	20
Water	9	0.12	0.00	12
<b>Total</b>	<b>1,144</b>	<b>0.75</b>	<b>0.01</b>	<b>1,163</b>
<b>Development Allowed Under Existing Land Use Designation<sup>1</sup></b>				
Construction Amortized over 30 years	19	0.00	0.00	19
Area Source (landscaping, hearth)	0.00	0.00	0.00	0.00
Energy	1,029	0.04	0.02	1,035
Mobile	6,326	0.35	0.00	6,333
Waste	48	2.85	0.00	108
Water	37	0.51	0.01	52
<b>Total</b>	<b>7,459</b>	<b>3.75</b>	<b>0.03</b>	<b>7,547</b>
<b>Difference</b>				
Construction Amortized over 30 years	-7	0.00	0.00	-7
Area Source (landscaping, hearth)	+143	+0.06	0.00	+146
Energy	-789	-0.03	0.00	-794
Mobile	-5,595	-0.31	0.00	-5,601
Waste	-39	-2.33	0.00	-88
Water	-28	-0.39	0.00	-40
<b>Total</b>	<b>-6,315</b>	<b>-3</b>	<b>0.00</b>	<b>-6,384</b>

<sup>1</sup>The current land use designation is Village Center, which allows for retail service related development. The size assumed for the development potential under the current land use designation is 226, 082 square feet of building space which is the same amount of residential building space proposed under the project.

**TABLE 3**  
**Estimated Project Greenhouse Gas Emissions**  
**Comparison between Proposed Project No. 3 (A12-0004, Z12-0008 and TM12-1506)**  
**and Currently Allowed Development under the Existing Land Use Designation**  
**Lot W**

Emissions Source	Carbon Dioxide (CO <sub>2</sub> )	Methane (CH <sub>4</sub> )	Nitrous Oxide (N <sub>2</sub> O)	CO <sub>2e</sub>
<b>Proposed Project - Residential Units</b>				
Construction Amortized over 30 Years	15	0	0	15
Area Source (landscaping, hearth)	171	0.07	0.01	175
Energy	287	0.01	0.01	289
Mobile	874	0.04	0	875
Waste	11	0.63	0	24
Water	11	0.15	0	15
<b>Total</b>	<b>1,369</b>	<b>0.90</b>	<b>0.02</b>	<b>1,393</b>
<b>Development Allowed Under Existing Land Use Designation<sup>1</sup></b>				
Construction Amortized over 30 years	15	0	0	15
Area Source (landscaping, hearth)	0	0	0	0
Energy	273	0.01	0	275
Mobile	1,679	0.09	0	1,681
Waste	13	0.76	0	29
Water	10	0.14	0	14
<b>Total</b>	<b>1,990</b>	<b>1</b>	<b>0</b>	<b>2,014</b>
<b>Difference</b>				
Construction Amortized over 30 years	0	0	0	0
Area Source (landscaping, hearth)	+171	+0.07	+0.01	+175
Energy	+14	0	+0.01	+14
Mobile	-805	-0.05	0	-806
Waste	-2	-0.13	0	-5
Water	+1	+0.01	0	+1
<b>Total</b>	<b>-621</b>	<b>-0.1</b>	<b>+0.02</b>	<b>-621</b>

<sup>1</sup> The current land use designation is Village Center, which allows for retail service related development. The size assumed for the development potential under the current land use designation is 60,000 square feet of “retail-strip mall” development”.

As shown in the above tables, the proposed projects would result in a reduction of GHG emissions compared with the land uses currently allowed to be developed on the project sites, and would be considered **less than significant**.

The proposed projects are also subject to compliance with the Global Warming Solutions Act (AB 32). As previously identified, the proposed projects would result in a reduction of GHG emissions compared with the land uses currently allowed to be developed on the project sites. Therefore, the difference in resultant emissions between the proposed projects and currently allowed land uses would not surpass the GHG significance thresholds, which were prepared with the purpose of complying with the requirements of AB 32, and the proposed projects would not conflict with AB 32.

El Dorado County does not have local policies or ordinances with the purpose of reducing GHG emissions with the exception of El Dorado County Board of Supervisors Environmental Vision for El Dorado County, Resolution No. 29-2008, which sets forth broad goals to address positive environmental changes. Some of the primary goals of Resolution No. 29-2008 are to promote carpooling, reduce vehicle miles traveled, and promote recycling and utilization of recycled products. The proposed project would not 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.

**(4) Noise**

Vehicular traffic along Latrobe Road is the major noise source to the project area. The Valley View Specific Plan EIR identified the following impact:

***Impact N-1: Land Use/Noise Conflicts along Latrobe Road Frontage.** The Valley Specific Plan proposes some noise-sensitive residential development along Latrobe Road. Current and predicted future noise levels along this corridor would exceed the County's noise/land use compatibility standards for these particular land uses. This land use/noise incompatibility would represent a potentially significant impact.*

The Specific Plan included noise abatement measures for residential land uses proposed along Latrobe Road. The Specific Plan recognized the County's goal to minimize roadside sound walls as mitigation and included the use of landscaped buffering and earth berms and earth berm/composition walls as appropriate noise mitigation. The Valley View Specific Plan EIR identified Impact N-1 and adopted Mitigation Measure N-1, as follows:

***Mitigation Measure N-1:** Noise attenuation such as earth berms or combination earth berm/wall shall be installed at the time of development of project residential structures within the affected Latrobe Road frontage area (i.e., within the projected 60 dBA  $L_{dn}$  contour) and shall be designed according to the recommendations of an acoustical engineer, subject to the approval of the County. Special noise abatement measures and specification in the architectural design of single- and multi-family residential structure shall also be implemented within the affected frontage area. Single- and multi-family housing shall incorporate noise abatement measures as necessary to achieve an interior noise level of 45 dBA  $L_{dn}$  or less. Multi-family housing, which is subject to the*

*requirement of Title 24, Part 2 of the State Building Code, shall be reviewed and an acoustical report submitted to the County prior to issuance of a building permit. Implementation of an appropriate combination of these measures will reduce this impact to a less-than- significant level.*

The EIR expected that residential development within 500 feet of the center line of Latrobe Road would be exposed to an  $L_{dn}$  of greater than 60 dBA. Noise levels 100 feet from center line of the roadway were calculated to be 71 to 74 dBA. The Valley View Specific Plan EIR identified this impact as follows:

***Impact N-2: Land Use/Noise Conflicts along Interior Roadway Frontages.***  
*Interior project roadways which carry an average daily traffic volume of 4,000 to 5,000 vehicles per day will typically generate 60  $L_{dn}$  noise contour at least 50 feet from the centerline of the roadway. Residential development proposed along major and minor collectors could therefore be exposed to noise levels exceeding an  $L_{dn}$  of 60 dBA (the County’s maximum acceptable exterior standard). This would represent a potentially significant noise impact.*

To address this impact, the Valley View Specific Plan EIR adopted Mitigation Measure N-2, as follows:

***Mitigation Measure N-2:*** *Implement measures recommended under Mitigation Measure N-1 above. Roadside noise barriers, i.e., either a berm, sound wall, or combination berm/wall of approximately 6-foot height, would be effective along affected major collectors. The specific height, length, and location of such barriers would depend upon the final internal traffic distribution, individual tentative map site plans, and grading plans. Implementation of this measure would reduce this impact to a less-than-significant level.*

Bollard Acoustical Consultants, Inc. has prepared a site specific acoustical analysis for each site to determine the future traffic noise levels (Appendices G, H and I). The following tables provide the predicted traffic noise levels:

**TABLE 4**  
**Predicted Future Traffic Noise Levels**  
**Proposed Project No. 1 (A12-0002, Z12-0006 and TM12-1507)**  
**Lot V**

Roadway	Description	Distance from Roadway Centerline	$L_{dn}$ dB
Latrobe Road	Lot 1	110	70
	Lot 11	150	68
	Lot 27	135	69
Note: A complete listing of FHWA Model inputs and results are provided in Appendix C of the Traffic Noise Analysis.			

**TABLE 5**  
**Predicted Future Traffic Noise Levels**  
**Proposed Project No. 2 (A12-0003, Z12-0007 and TM12-1508)**  
**Lot X**

Roadway	Description	Distance from Roadway Centerline	L <sub>dn</sub> dB
Latrobe Road	Nearest Backyards (north)	140	69
	Nearest Backyards (south)	75	73
Note: A complete listing of FHWA Model inputs and results are provided in Appendix C of the Traffic Noise Analysis.			

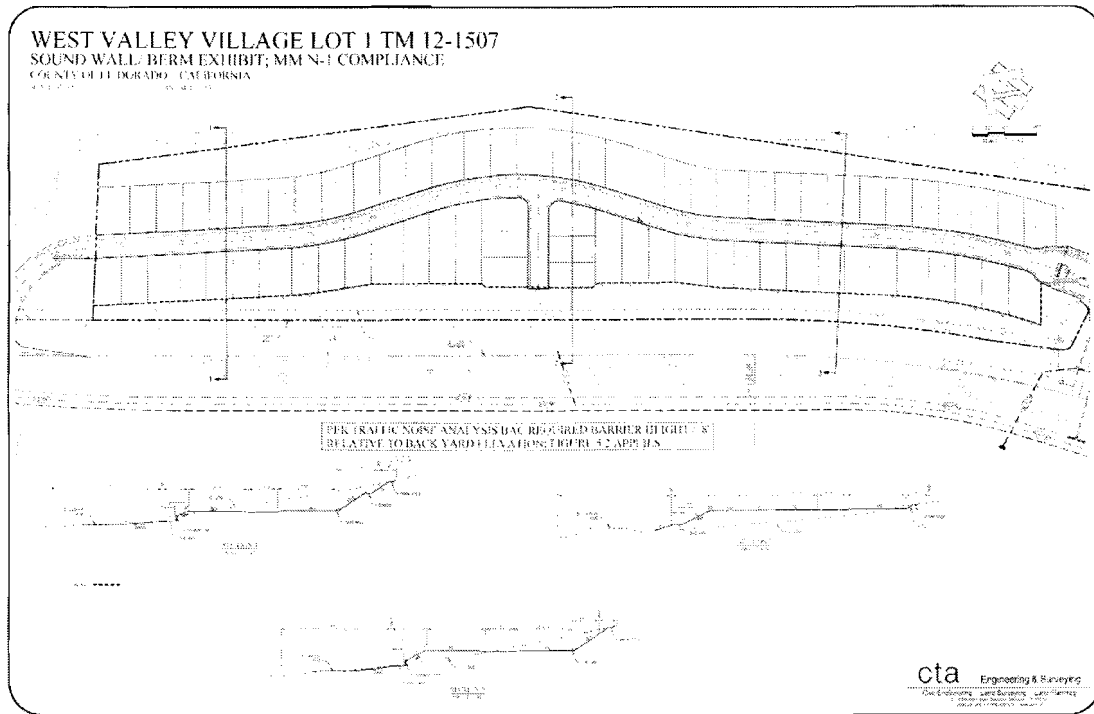
**TABLE 6**  
**Predicted Future Traffic Noise Levels**  
**Proposed Project No. 3 (A12-0004, Z12-0008 and TM12-1506)**  
**Lot W**

Roadway	Description	Distance from Roadway Centerline	L <sub>dn</sub> dB
Latrobe Road	Nearest Backyards (upper)	135	69
	Nearest Backyards (lower)	90	72
Note: A complete listing of FHWA Model inputs and results are provided in Appendix C of the Traffic Noise Analysis.			

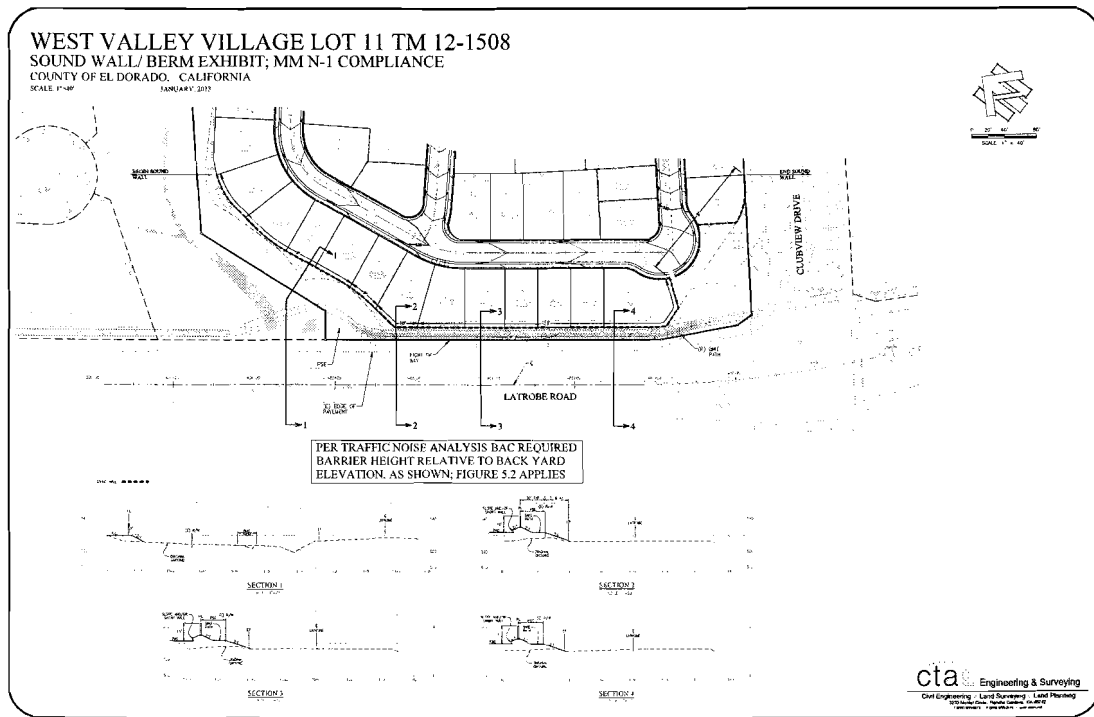
These tables indicate that future traffic noise levels are predicted to exceed the 60 dB L<sub>dn</sub> exterior noise level standard to the outdoor activity areas of new residential development. Therefore, noise control measures would be included in the project design to achieve compliance with El Dorado County noise standards within the 2004 General Plan and with the Valley View Specific Plan EIR.

The applicant has provided sound wall/berm exhibits demonstrating compliance with Mitigation Measure N-1. Figure No's. 5, 6 and 7 demonstrate the applicant's proposal for sound mitigation.

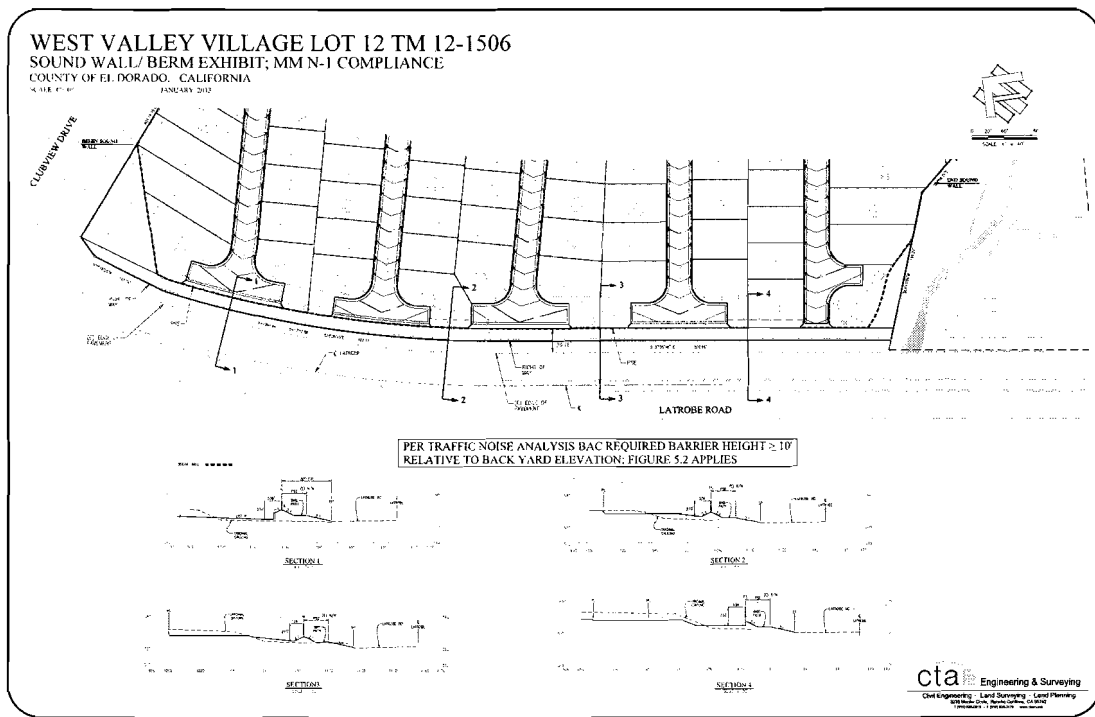
**Figure 5: Noise Mitigation for Tentative Map TM12-1507 (Lot V)**



**Figure 6: Noise Mitigation for Tentative Map TM12-1508 (Lot X)**



**Figure 7: Noise Mitigation for Tentative Map TM 12-1506 (Lot W)**



As previously stated, the worst-case exposure of any residence to future traffic noise would occur at the residences directly facing Latrobe Road. The predicted future  $L_{dn}$  at the first-floor facades of these residences would be approximately 70 dB to 73 dB, not including shielding provided by noise barriers. Due to reduced ground absorption of sound at elevated locations, traffic noise levels would be approximately 2 dB higher at second floor facades. To achieve an interior noise level of 45 dB  $L_{dn}$  upgrades to construction materials would be required to achieve the required degree of noise reduction at the second floor facades located adjacent to Latrobe Road.

As a project Condition of Approval, all second floor windows of the residences adjacent to Latrobe Road from which Latrobe Road is visible would be upgraded to a Sound Transmission Class (STC) rating from 30 to 33, as determined by the Acoustical Consultant. The Acoustical Consultant would determine the appropriate rating for the windows and provide verification to Development Services prior to issuance of a Building Permit.

In addition, the Conditions of Approval would require that mechanical ventilation (air conditioning) be provided for all residences in the development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. Development Services would verify the inclusion of mechanical ventilation prior to issuance of a building permit.

The acoustical consultant has stated that with the implementation of the project Conditions of Approval and implementation of Mitigation Measures **MM N-1** and **MM**



**N-2** the projects would comply with the County's 60 dB Ldn exterior and 45 Ldn interior noise level standards for all residents within the development. Therefore, traffic related noise impacts associated with the proposed projects would be **less than significant** with the implementation of the mitigation measures.

**(5) Population, Housing and Employment**

The Valley View Specific Plan EIR stated that the project would provide moderate-and above moderate housing that would be expected to be affordable to skilled and management-level employees within the El Dorado Hills Business Park and eastern Folsom. It was also estimated that because the project site was adjacent to Town Center and the El Dorado Hills Business Park, that there would be an estimated 30,000 jobs at buildout.

The Specific Plan provided for an estimated 107,000 square feet of retail, office and research and development (R&D) space, which could accommodate an estimated 268 employees. The estimated total included approximately 98 jobs associated with the onsite retail space, 110 jobs associated with office space and 60 jobs associated with R&D. The onsite jobs anticipated by 2009 were considered to be a negligible portion of the projected year 2010 region-wide and county-wide job totals. By 2010, the 268 onsite jobs were to represent less than 0.03 percent of total jobs projected region wide, and approximately 0.5 percent of the total jobs projected county wide. By 2010, the 268 onsite jobs were to represent approximately two percent of the 12,355 total jobs projected for the El Dorado Hills area.

Government Code Section 65890.1 states, "State land use patterns should be encouraged that balance the location of employment-generating uses with residential uses so that employment-related commuting is minimized". This type of balance is normally measured by a jobs to housing ratio, which takes into account the location, intensity, nature, and relationship of jobs and housing; housing demand; housing costs; and transportation systems. According to the state General Plan Guidelines, a jobs to housing ratio of 1.5:1 is considered "balanced".

The Valley View Specific Plan EIR determined that the direct impact on the jobs to housing balance from the Specific Plan would not be significant and no mitigation would be required. However, cumulative effects may be significant and would need to be considered, and analyzed in the County General Plan. For this Specific Plan Amendment, the 2004 El Dorado County General Plan and the 2013 Housing Element would be applied when considering cumulative effects.

The Land Use Forecasts and Development Estimates within the 2004 El Dorado County General Plan EIR estimated that the total number of jobs in the County in 2001 to be 45,300, with a labor force of 84,100. This suggested a jobs-housing imbalance. The 2004 General Plan projected that between the base year and 2025, 42,202 new jobs would be created, bringing the jobs-housing into balance, with no cumulative effect identified.

The Gregory Group, CB Richard Ellis, Inc. (CBRE) and BAE Urban Economics have prepared Market Assessments considering the Specific Plan Amendments to eliminate the MU and VC districts and replace with the CR district (Appendices K, L and M). The MU district allowed for the development of a mix of higher density residential and professional offices. Professional offices and financial institutions were permitted as accessory uses. The VC district was designed as a neighborhood commercial service area, providing areas for retail uses, service and professional offices, and multi-family residential. The elimination of the office and retail space could impact the jobs-housing balance which is considered in this Addendum.

Within a couple miles of the project site, there is 1,175,279 square feet of retail uses. Nine million square feet of office/warehouse space is located within the El Dorado Hills Business Park (buildout), with 3.8 to 4.0 million square feet of space built to date. El Dorado Hills had 1,608,672 square feet of rentable building area in the Second Quarter of 2012. The office vacancy rate was 22.2 percent, with a total of 356,657 square feet of vacant space.

There is a total of 2,332,166 square feet of rentable retail building area planned for development within El Dorado Hills and City of Folsom. A total of 2,017,416 square feet is currently built with 486,074 square feet vacant. This has resulted in a vacancy rate of 24.1 percent. When considering 314,750 square feet of planned future development (all located within El Dorado Hills), then the vacancy rate today would be a significant 34.3 percent.

A slowly improving economy has resulted in the higher than traditional vacancy rates for office and retail uses. Office use is tied to employment and economic growth. With a slow recovery in the economy, an abundance of office space within El Dorado Hills and unusually high vacancy rate, there would be no demand for additional office use within the Valley View Specific Plan area.

The BAE Urban Economics report states that there is more than adequate land designated to accommodate commercial development to serve the local shopping needs of local residents and that if the Village Center development is excluded from the Valley View Specific Plan, this would not represent a lost opportunity for El Dorado County to capture the retail expenditures from Valley View Specific Plan residents or residents in other nearby developments. These expenditures would occur in the El Dorado Hills area establishments, much the same as they would even if Lots X and W were developed with commercial space.

BAE recently prepared long-term growth projections for El Dorado County market areas, to support updating the County's traffic model. For the El Dorado Hills Market Area, BAE projected that job growth would entail about 7,900 new employees between 2010 and 2035. This translated into a need for about 320 acres of commercial land, including land for retail/services, business park type uses, and office/medical uses. Of this, about 80 acres was identified as needed for retail and services. According to the available land supply data, there was a total of approximately 720 vacant acres zoned for commercial

development in the El Dorado Hills Market Area. There is approximately nine times as much vacant land zoned to allow retail/services than there is projected demand through 2035. To the extent that there is consumer demand for new retail and service development, there would be more than sufficient land available to capture the needed demand, even with the development of Lots X and W with residential uses.

The proposed project would eliminate approximately 107,000 square feet of planned retail and office development and approximately 268 onsite jobs, which represents less than 0.03 percent of the total jobs projected region wide, and approximately 0.5 percent of the total jobs projected county wide. The change would allow for the development of residential uses, available to moderate income families; therefore this represents a **less than significant** impact.

#### **4. CONCLUSIONS**

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##### **A. No Substantial Change in the Project**

Implementation of the proposed project would result in substantially the same scale and nature of development contemplated in the 1998 Specific Plan EIR. The proposed project is substantially consistent with the circulation, open space, grading and related policies contained within the Specific Plan. The Specific Plan allows for the residential density allocation for the proposed project.

##### **B. No Substantial Changes in Circumstances**

There are no substantial changes in circumstance under which the project would be carried out. The supplemental information provided for the preparation of the project EIR Addendum has not identified significant environmental effects or substantial increases in the severity of previously identified significant effects. Implementation of the project would facilitate completion of the proposed residential density contemplated within the Specific Plan.

##### **C. No New Information of Substantial Importance**

Considerable supplemental information has been assembled for the preparation of this Addendum. None of this information is of substantial importance, which was not known and could not have been known at the time the previous EIR was certified. Specifically, the project does not present any new potentially significant effects not evaluated in the previous EIR. In addition, the previously identified significant effects of the Specific Plan would not be accentuated through implementation of the proposed project. No changes in the feasibility of the originally adopted Specific Plan mitigation measures have been identified. Mitigation Measures addressing Air Quality and Noise have been refined or supplemental mitigation measures have been recommended to address the project specific conditions and current circumstance. These changes would not result in a significant reduction in post-mitigation project effects, compared to the original measures alone.

**5. DEVELOPMENT TEAM**

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**A. Applicant/ Property Owner**

Lennar West Valley LLC (APN's 118-140-63 and 118-140-61)  
1420 Rocky Ridge Drive Ste # 320  
Roseville, CA 95661

New Home Co Nor CA A DE LLC (APN 118-140-65)  
1891 E Roseville Parkway #180  
Roseville, CA 95661

MJM Properties, LLC  
1037 Suncast Lane, Suite 111  
El Dorado Hills, CA 95762

**B. Engineer**

CTA Engineering and Surveying  
3233 Monier Circle  
Rancho Cordova, CA 95742

## **LIST OF TECHNICAL REFERENCES**

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CEQA Findings of Fact and Statement of Overriding Considerations, December 1998  
Valley View Specific Plan Mitigation Monitoring Checklist, 2013 Update  
Kimley-Horn and Associates, Inc., Trip Generation Evaluations, December 2012  
Kimley-Horn and Associates, Inc., Traffic Evaluation (Lot X), April, 2013  
PMC, Air Quality and Greenhouse Gas Impact Analysis (Lot V), November 2013  
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The Gregory Group, Market Assessment (Lots X and Lot V), August, 2012  
CBRE, Inc., Market Assessment (Lot W), October, 2011  
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