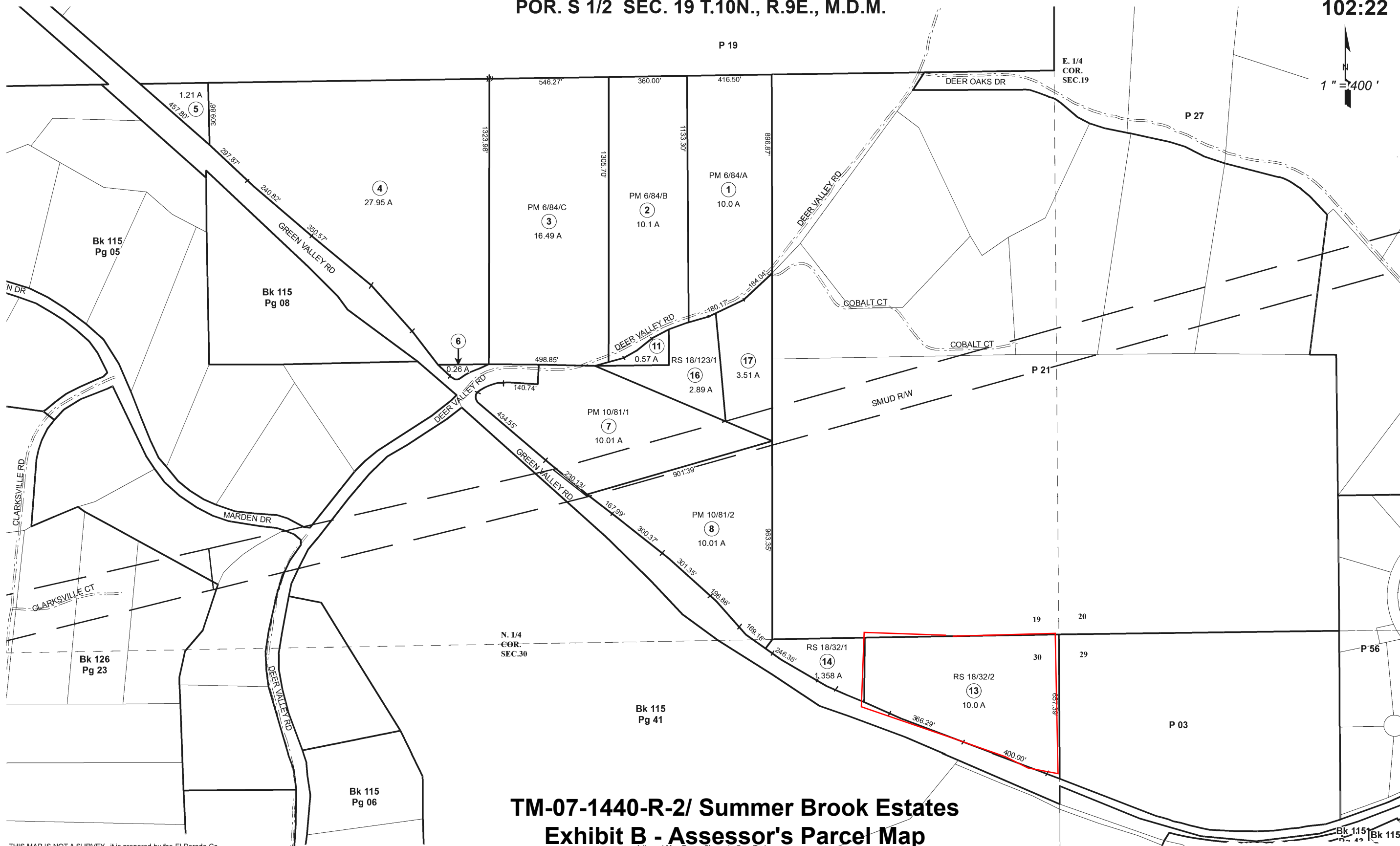
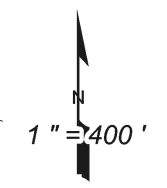


TM07-1440-R-2/Summer Brook Estates  
 Exhibit A - Location Map



POR. S 1/2 SEC. 19 T.10N., R.9E., M.D.M.

102:22



**TM-07-1440-R-2/ Summer Brook Estates  
Exhibit B - Assessor's Parcel Map**

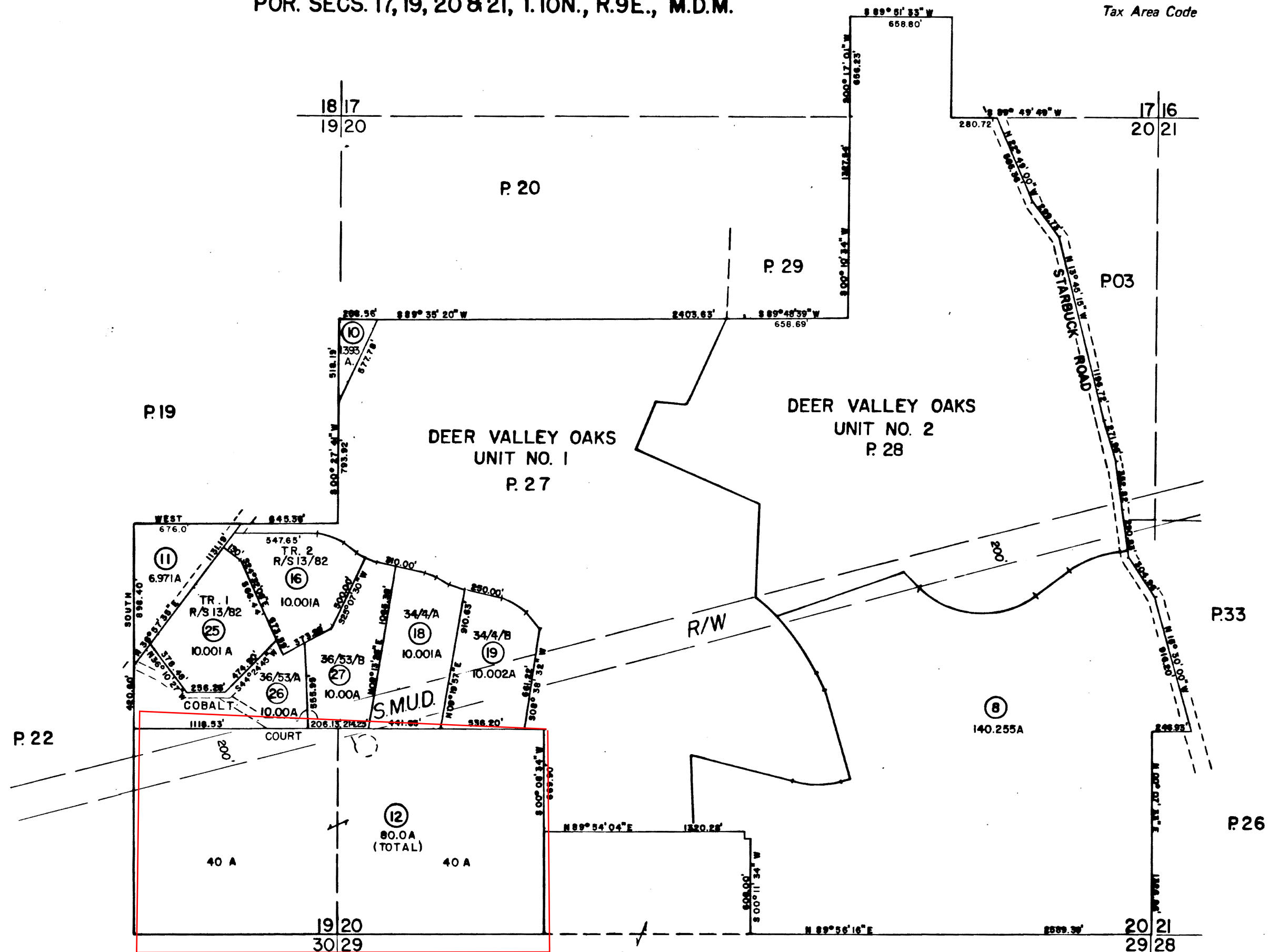
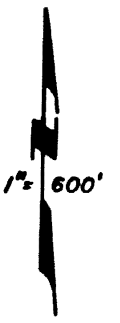
Adjacent Map Pages Shown in Grey Text  
Assessor's Block Numbers Shown in Ellipses  
Assessor's Parcel Numbers Shown in Circles

**Acreages Are Estimates**

THIS MAP IS NOT A SURVEY, it is prepared by the El Dorado Co. Assessor's office for assessment purposes only. Area calculations and characteristics are not guaranteed. Users should verify items such as dimensions and acreage.

Rev. June 19, 2012 Assessor's Map Bk. 102, Pg. 22  
County of El Dorado, CA

Tax Area Code

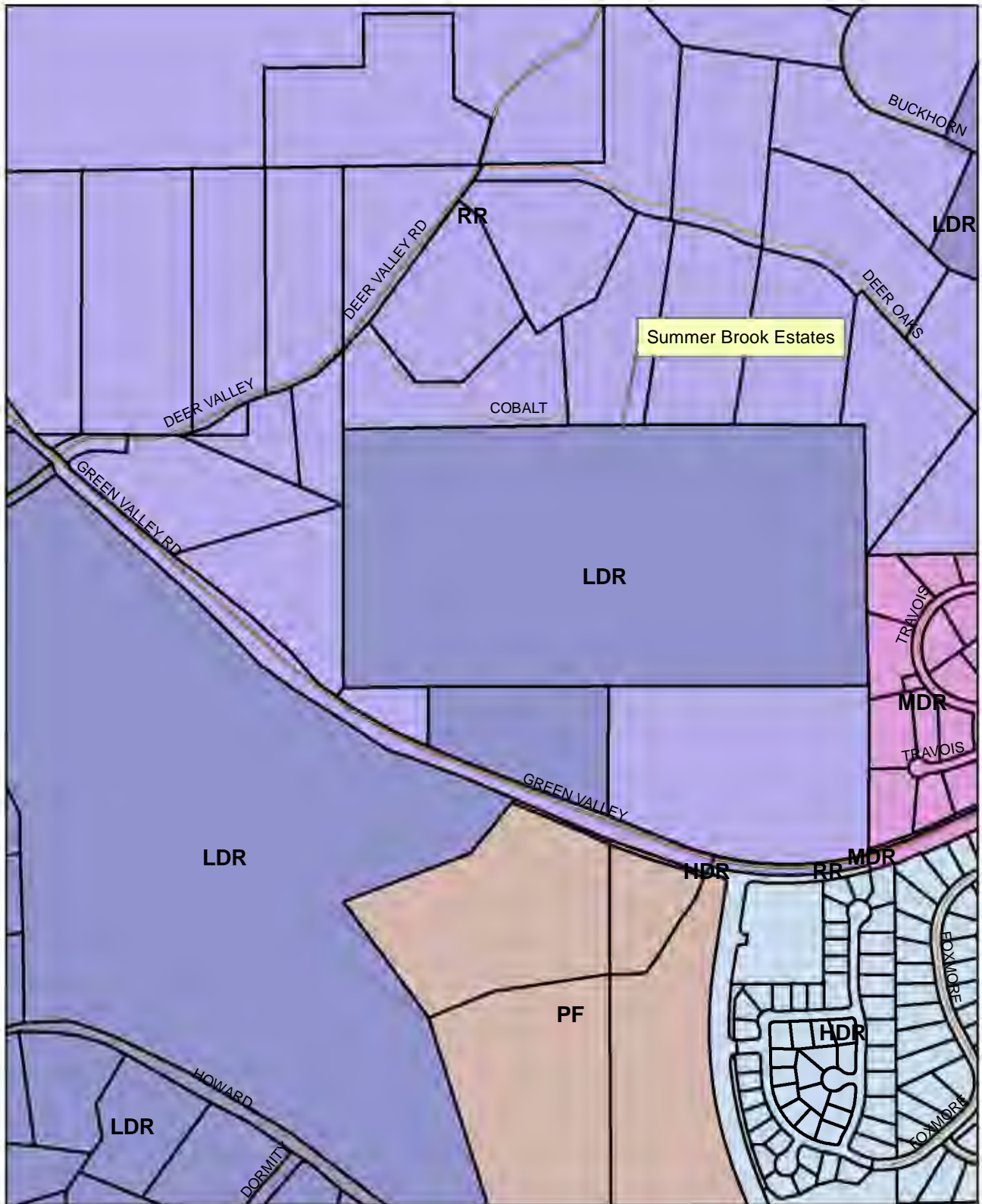


TM-07-1440-R-2/ Summer Brook Estates  
Exhibit B - Assessor's Parcel Map

NOTE - Assessor's Block Numbers Shown in Ellipses  
Assessor's Parcel Numbers Shown in Circles

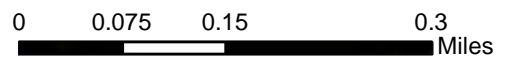
Assessor's Map Bk. 102 - Pg. 21  
County of El Dorado, California

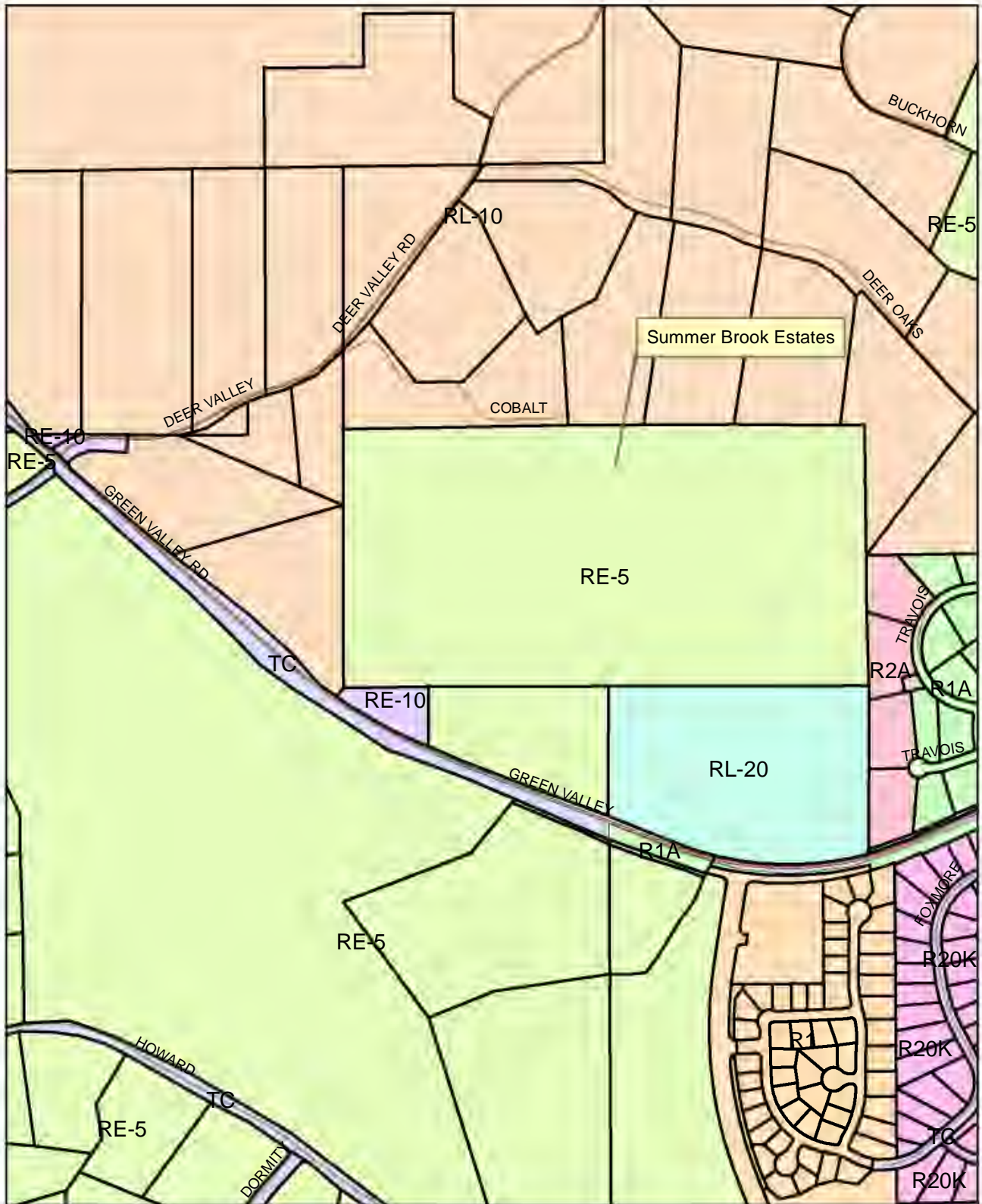
APR 26 2004



- HDR
- LDR
- MDR
- PF
- RR

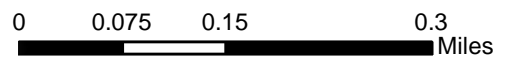
TM07-1440-R-2/Summer Brook Estates  
 Exhibit C -General Plan Land Use Map



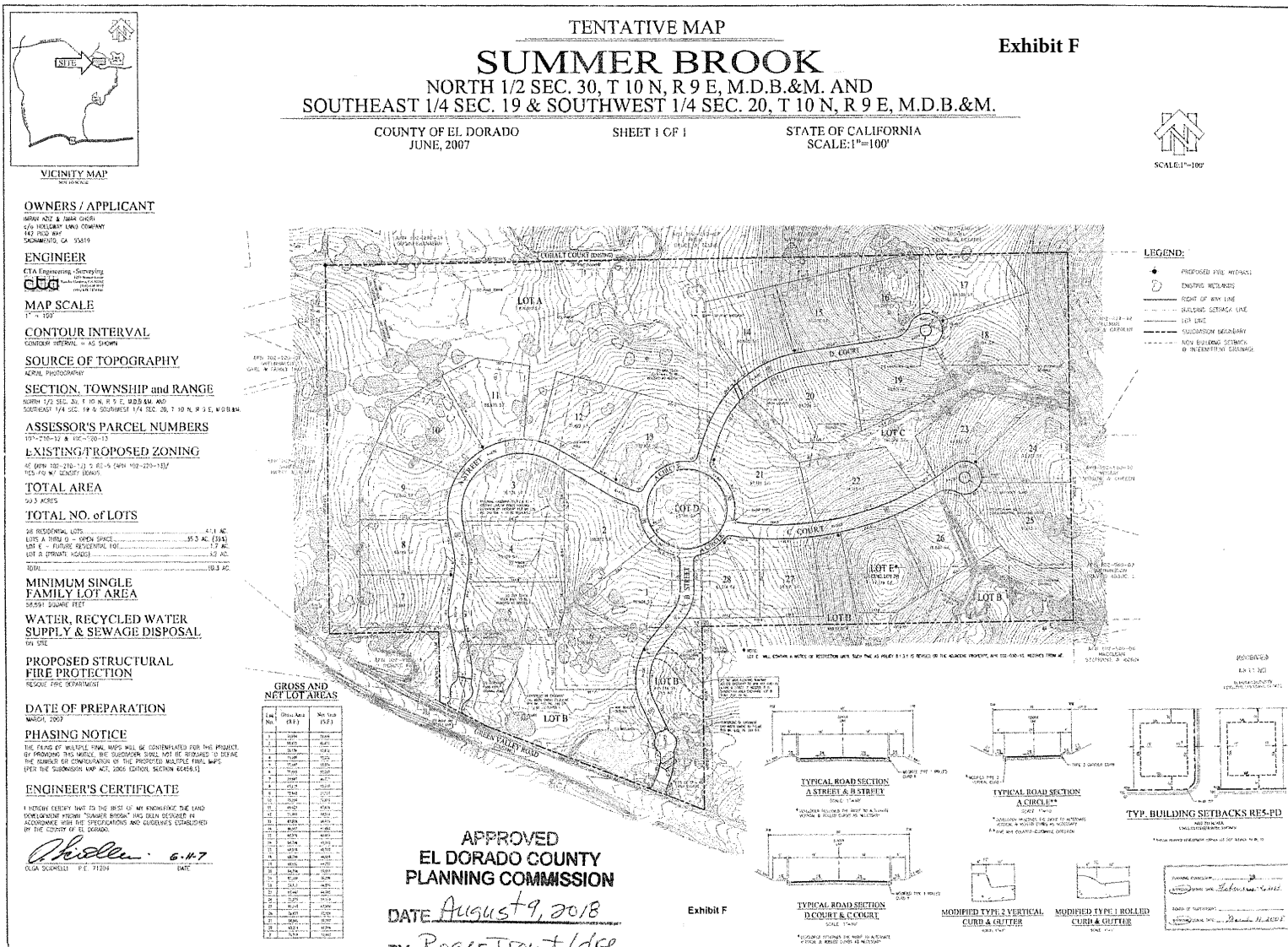


- R1
- R1A
- R20K
- R2A
- RE-10
- RE-5
- RL-10
- RL-20
- TC

TM07-1440-R-2/Summer Brook Estates  
Exhibit D - Zoning Map



**TM-07-1440-R-2/ Summer Brook Estates Exhibit E -  
Approved Tentative Subdivision Map**





## Memorandum

**To:** Adam Bane, El Dorado County  
**From:** Stephen Dillon, E.I.T.  
Robert Paderna, P.E., RSP<sub>1</sub>  
**Re:** *Summer Brook*  
*Green Valley Road/Deer Valley Road Intersection Operations Analysis*  
**Date:** April 12, 2022

The purpose of this memorandum is to document anticipated intersection operations at Green Valley Road and Deer Valley Road (the “study intersection”) under both Near Term (2031) and Cumulative (2041) conditions, with and without the Summer Brook residential development project trips. Kimley-Horn previously conducted an analysis of this intersection as part of the Traffic Impact Analysis prepared for the Summer Brook development in February 2007. This supplemental analysis is intended to inform recent conversations between Blue Mountain Inc., (the “Client”) and County regarding current operating conditions of the study intersection and the project’s conditions of approval (COA).

### Analysis Background

The project proposes to construct a total of 29 single-family (detached) homes. Access to the site will be provided via two full-access driveways along Green Valley Road, east of the study intersection. As part of the development review process, a traffic impact analysis (TIA) for the proposed project was completed by Kimley-Horn in February 2007. The 2007 TIA established 2025 as the Cumulative condition year for evaluation and concluded the study intersection satisfied California Manual on Uniform Traffic Control Devices (CA MUTCD) peak-hour signal warrants during both the AM and PM peak-hours under both no project and plus project conditions. Contributions to the project’s fair share for signaling the study intersection was established as a Condition of Approval (COA) by the County for the project.

As future year conditions established using El Dorado County’s Travel Demand Model (TDM) have been updated since the 2007 TIA, the Client desired to reexamine the previously established signalization COA. As part of the COA, traffic volume-based warrants presented in the CA MUTCD were reviewed by Kimley-Horn utilizing traffic counts from January 2019 and May 2021 for the purpose of comparing results against the Cumulative 2025 peak-hour warrants produced for the 2007 TIA. The updated signal warrant evaluation using January 2019 and May 2021 data concluded that a traffic signal was not warranted for both no project and plus project scenarios at the study intersection under current traffic conditions.

In order to inform conversations with the County regarding consideration of traffic signalization of the study intersection in the future, the Client requested an updated traffic operations analysis be conducted under both no project and plus project conditions for Near Term (2031) and Cumulative (2041) scenarios.

### Analysis Methodology

#### *Level of Service Definitions*

The level of service (LOS) of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A, which represents minimal delay, to F, which represents heavy delay and a facility that is operating at or near its functional capacity. LOS for this study was determined using methods defined in the *Highway Capacity Manual (HCM) 6<sup>th</sup> Edition*.



*Intersection Analysis*

The HCM includes procedures for analyzing side-street stop controlled (SSSC) intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Table 1 presents intersection LOS definitions as defined in the HCM.

Table 1 - Intersection Level of Service Criteria

Level of Service (LOS)	Un-Signalized
	Average Control Delay* (sec/veh)
A	≤ 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

Source: Highway Capacity Manual, 6<sup>th</sup> Edition  
\* Applied to the worst lane/lane group(s) for SSSC

LOS for the study intersections was determined using the Synchro<sup>®</sup> traffic analysis software. Synchro is an interactive computer program that enables planners and engineers to: forecast the traffic impacts of new developments; conduct area-wide traffic forecasting studies; test different mitigation measures and compare different traffic scenarios. Synchro 11 utilizes HCM 6 methodology to analyze intersection delay and LOS. Level of service for the Intersection is evaluated against El Dorado County thresholds of LOS D for Rural Regions<sup>1</sup>.

**Analysis Results**

Synchro 11 analysis was conducted for the Intersection under Near Term (2031) and Cumulative (2041) no project and plus project conditions using present day intersection geometry. The results of the analysis are reported in Table 2.

The Intersection operates a satisfactory level for the El Dorado County Rural Region under all no project and plus project Near Term scenarios. While the Intersection operates at a deficient level for side street stop control under plus project Cumulative conditions, the Intersection is shown to be deficient under no project conditions as well. The project is shown to add a nominal level to delay to the intersection.

<sup>1</sup> Transportation Impact Study Guidelines, El Dorado County Community Development Agency, November 2014.





**Table 2 – Intersection Levels of Service (Green Valley Rd/Deer Valley Rd)**

Scenario		LOS Threshold	Peak Hour	Delay (s)	LOS
Near Term (2031)	No Project	D	AM	4.7(29.3)	A(D)
			PM	2.8(31.3)	A(D)
	Plus Project		AM	4.7(30.1)	A(D)
			PM	2.8(32.1)	A(D)
Cumulative (2041)	No Project		AM	7.2(44.0)	A(E)
			PM	4.3(45.0)	A(E)
	Plus Project		AM	7.3(45.2)	A(E)
			PM	4.4(46.3)	A(E)

Note: **Bold** represents deficient operations.  
 Side Street Stop Control (SSSC) reported as intersection delay followed by worst approach's delay

**Attachments:**

**Exhibit 1 – Project Vicinity Diagram**

**Attachment 1 – Analysis Worksheets for Near Term Conditions**

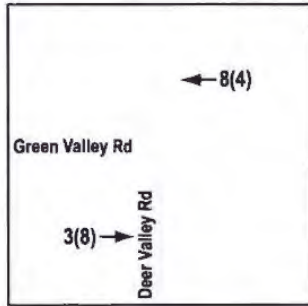
**Attachment 2 – Analysis Worksheets for Near Term plus Project Conditions**

**Attachment 3 – Analysis Worksheets for Cumulative Conditions**

**Attachment 4 – Analysis Worksheets for Cumulative plus Project Conditions**

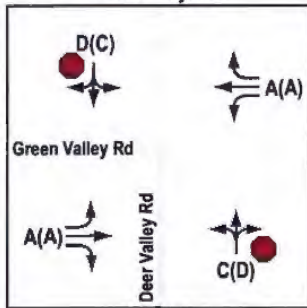
Summer Brook Intersection Analysis

Project Trip Assignment

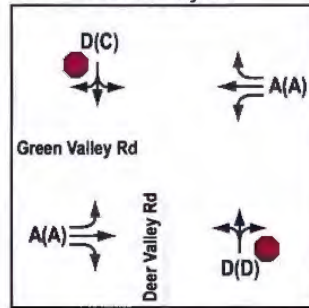


Near Term (2031) Level of Service

No Project

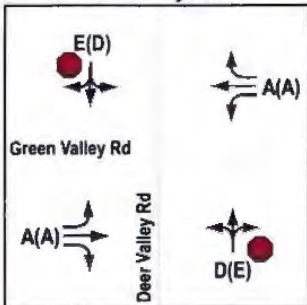


Plus Project

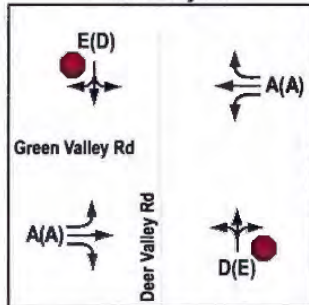


Cumulative (2041) Level of Service

No Project



Plus Project



**LEGEND**

- Project Site
- Study Intersection
- A(A)** AM(PM) Approach LOS

Exhibit F - Green Valley Road/Deer Valley Road Intersection Operations Analysis

TM-07-1440-R-2/ Summer Brook Estates

Intersection LOS threshold for Rural Regions is LOS D per El Dorado County *Transportation Impact Study Guidelines*



**Attachment 1**

*Analysis Worksheets for Near Term Conditions*

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit F - Green Valley Road/Deer Valley Road Intersection Operations Analysis

Summer Brook Signal Evaluation  
1: Deer Valley Rd. & Green Valley Rd.

Near Term Baseline  
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↕			↕	
Traffic Vol, veh/h	17	320	15	32	545	14	27	1	38	34	1	42
Future Vol, veh/h	17	320	15	32	545	14	27	1	38	34	1	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	415	-	415	415	-	415	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	87	87	87	69	69	69	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	352	16	37	626	16	39	1	55	47	1	58

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	642	0	0	368
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	943	-	-	1191
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	943	-	-	1191
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	24.6	29.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	278	943	-	-	1191	-	-	253
HCM Lane V/C Ratio	0.344	0.02	-	-	0.031	-	-	0.423
HCM Control Delay (s)	24.6	8.9	-	-	8.1	-	-	29.3
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.1	-	-	2

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit F - Green Valley Road/Deer Valley Road Intersection Operations Analysis

Summer Brook Signal Evaluation  
1: Deer Valley Rd. & Green Valley Rd.

Near Term Baseline  
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↖		↕			↕	
Traffic Vol, veh/h	34	626	14	33	397	28	18	2	25	11	1	23
Future Vol, veh/h	34	626	14	33	397	28	18	2	25	11	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	415	-	415	415	-	415	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	87	87	87	69	69	69	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	688	15	38	456	32	26	3	36	15	1	32

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	488	0	703	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	2.218	-
Pot Cap-1 Maneuver	1075	-	895	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1075	-	895	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.7	31.3	23
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	201	1075	-	-	895	-	-	248
HCM Lane V/C Ratio	0.324	0.035	-	-	0.042	-	-	0.196
HCM Control Delay (s)	31.3	8.5	-	-	9.2	-	-	23
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	0.7



**Attachment 2**

*Analysis Worksheets for Near Term plus Project Conditions*

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit F - Green Valley Road/Deer Valley Road Intersection Operations Analysis

Summer Brook Signal Evaluation  
1: Deer Valley Rd. & Green Valley Rd.

Near Term plus Project  
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↖		↕			↕	
Traffic Vol, veh/h	17	323	15	32	553	14	27	1	38	34	1	42
Future Vol, veh/h	17	323	15	32	553	14	27	1	38	34	1	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	415	-	415	415	-	415	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	87	87	87	69	69	69	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	355	16	37	636	16	39	1	55	47	1	58

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	652	0	0	371
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	935	-	-	1188
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	935	-	-	1188
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	25.1	30.1
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	273	935	-	-	1188	-	-	248
HCM Lane V/C Ratio	0.35	0.02	-	-	0.031	-	-	0.431
HCM Control Delay (s)	25.1	8.9	-	-	8.1	-	-	30.1
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.1	-	-	2

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit F - Green Valley Road/Deer Valley Road Intersection Operations Analysis

Summer Brook Signal Evaluation  
1: Deer Valley Rd. & Green Valley Rd.

Near Term plus Project  
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗		↕			↕	
Traffic Vol, veh/h	34	634	14	33	401	28	18	2	25	11	1	23
Future Vol, veh/h	34	634	14	33	401	28	18	2	25	11	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	415	-	415	415	-	415	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	87	87	87	69	69	69	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	697	15	38	461	32	26	3	36	15	1	32

Major/Minor	Major1		Major2		Minor1		Minor2				
Conflicting Flow All	493	0	712	0	1341	1340	697	1335	1323	461	
Stage 1	-	-	-	-	771	771	-	537	537	-	
Stage 2	-	-	-	-	570	569	-	798	786	-	
Critical Hdwy	4.12	-	4.12	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	2.218	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1071	-	888	-	129	153	441	131	156	600	
Stage 1	-	-	-	-	393	410	-	528	523	-	
Stage 2	-	-	-	-	506	506	-	380	403	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1071	-	888	-	114	141	441	111	144	600	
Mov Cap-2 Maneuver	-	-	-	-	114	141	-	111	144	-	
Stage 1	-	-	-	-	379	396	-	510	501	-	
Stage 2	-	-	-	-	457	484	-	334	389	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.7	32.1	23.6
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	197	1071	-	-	888	-	-	242
HCM Lane V/C Ratio	0.331	0.035	-	-	0.043	-	-	0.201
HCM Control Delay (s)	32.1	8.5	-	-	9.2	-	-	23.6
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.1	-	-	0.7





**Attachment 3**

*Analysis Worksheets for Cumulative Conditions*

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit F - Green Valley Road/Deer Valley Road Intersection Operations Analysis

Summer Brook Signal Evaluation  
1: Deer Valley Rd. & Green Valley Rd.

Cumulative Baseline  
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Vol, veh/h	19	339	20	48	571	16	32	1	51	40	2	46
Future Vol, veh/h	19	339	20	48	571	16	32	1	51	40	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	415	-	415	415	-	415	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	87	87	87	69	69	69	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	373	22	55	656	18	46	1	74	56	3	64

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	674	0	0	395	0	0	1224	1199	373	1230	1203	656
Stage 1	-	-	-	-	-	-	415	415	-	766	766	-
Stage 2	-	-	-	-	-	-	809	784	-	464	437	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	917	-	-	1164	-	-	156	185	673	154	184	465
Stage 1	-	-	-	-	-	-	615	592	-	395	412	-
Stage 2	-	-	-	-	-	-	374	404	-	578	579	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	917	-	-	1164	-	-	126	172	673	129	171	465
Mov Cap-2 Maneuver	-	-	-	-	-	-	126	172	-	129	171	-
Stage 1	-	-	-	-	-	-	601	578	-	386	393	-
Stage 2	-	-	-	-	-	-	305	385	-	501	566	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.6	32.3	44
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	250	917	-	-	1164	-	-	209
HCM Lane V/C Ratio	0.487	0.023	-	-	0.047	-	-	0.585
HCM Control Delay (s)	32.3	9	-	-	8.2	-	-	44
HCM Lane LOS	D	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2.5	0.1	-	-	0.1	-	-	3.3

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit F - Green Valley Road/Deer Valley Road Intersection Operations Analysis

Summer Brook Signal Evaluation  
1: Deer Valley Rd. & Green Valley Rd.

Cumulative Baseline  
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Vol, veh/h	34	660	14	50	434	41	23	2	37	13	1	25
Future Vol, veh/h	34	660	14	50	434	41	23	2	37	13	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	415	-	415	415	-	415	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	87	87	87	69	69	69	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	725	15	57	499	47	33	3	54	18	1	35
Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	546	0	0	740	0	0	1454	1459	725	1448	1427	499
Stage 1	-	-	-	-	-	-	799	799	-	613	613	-
Stage 2	-	-	-	-	-	-	655	660	-	835	814	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1023	-	-	867	-	-	108	129	425	109	135	572
Stage 1	-	-	-	-	-	-	379	398	-	480	483	-
Stage 2	-	-	-	-	-	-	455	460	-	362	391	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1023	-	-	867	-	-	93	116	425	86	122	572
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	116	-	86	122	-
Stage 1	-	-	-	-	-	-	365	384	-	463	451	-
Stage 2	-	-	-	-	-	-	398	430	-	303	377	-
Approach	EB	WB			NB			SB				
HCM Control Delay, s	0.4	0.9			45			31				
HCM LOS					E			D				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	176	1023	-	-	867	-	-	192				
HCM Lane V/C Ratio	0.511	0.037	-	-	0.066	-	-	0.282				
HCM Control Delay (s)	45	8.7	-	-	9.4	-	-	31				
HCM Lane LOS	E	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	2.5	0.1	-	-	0.2	-	-	1.1				



**Attachment 4**

*Analysis Worksheets for Cumulative plus Project Conditions*

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit F - Green Valley Road/Deer Valley Road Intersection Operations Analysis

Summer Brook Signal Evaluation  
1: Deer Valley Rd. & Green Valley Rd.

Cumulative plus Project  
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑	↖	↗	↑	↖		↕			↕	
Traffic Vol, veh/h	19	342	20	48	578	16	32	1	51	40	2	46
Future Vol, veh/h	19	342	20	48	578	16	32	1	51	40	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	415	-	415	415	-	415	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	87	87	87	69	69	69	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	376	22	55	664	18	46	1	74	56	3	64

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	682	0	0	398	0	0	1235	1210	376	1241	1214	664
Stage 1	-	-	-	-	-	-	418	418	-	774	774	-
Stage 2	-	-	-	-	-	-	817	792	-	467	440	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	911	-	-	1161	-	-	153	183	670	152	182	461
Stage 1	-	-	-	-	-	-	612	591	-	391	408	-
Stage 2	-	-	-	-	-	-	370	401	-	576	578	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	911	-	-	1161	-	-	123	170	670	127	169	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	170	-	127	169	-
Stage 1	-	-	-	-	-	-	598	577	-	382	389	-
Stage 2	-	-	-	-	-	-	301	382	-	499	565	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.6	33.4	45.2
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	245	911	-	-	1161	-	-	206
HCM Lane V/C Ratio	0.497	0.023	-	-	0.048	-	-	0.593
HCM Control Delay (s)	33.4	9	-	-	8.3	-	-	45.2
HCM Lane LOS	D	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2.5	0.1	-	-	0.1	-	-	3.3

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit F - Green Valley Road/Deer Valley Road Intersection Operations Analysis

Summer Brook Signal Evaluation  
1: Deer Valley Rd. & Green Valley Rd.

Cumulative plus Project  
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↖			↔	
Traffic Vol, veh/h	34	668	14	50	438	41	23	2	37	13	1	25
Future Vol, veh/h	34	668	14	50	438	41	23	2	37	13	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	415	-	415	415	-	415	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	87	87	87	69	69	69	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	734	15	57	503	47	33	3	54	18	1	35

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	550	0	749	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	2.218	-
Pot Cap-1 Maneuver	1020	-	860	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1020	-	860	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.9	46.3	31.3
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	173	1020	-	-	860	-	-	190
HCM Lane V/C Ratio	0.519	0.037	-	-	0.067	-	-	0.285
HCM Control Delay (s)	46.3	8.7	-	-	9.5	-	-	31.3
HCM Lane LOS	E	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.2	-	-	1.1



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

**ENVIRONMENTAL CHECKLIST FORM  
AND DISCUSSION OF IMPACTS**

<b>Project Title:</b> Summerbrook A07-0005/ Z07-0012/ PD07-0007/ TM07-1440			
<b>Lead Agency Name and Address:</b> El Dorado County, 2850 Fairlane Court, Placerville, CA 95667			
<b>Contact Person:</b> Jonathan Fong, Planning Services		<b>Phone Number:</b> (530) 621-5355	
<b>Property Owner's Name and Address:</b> Amar Ghori and Imran Aziz. 657 Lakecrest Drive, El Dorado Hills, CA 95762			
<b>Project Applicant's Name and Address:</b> Amar Ghori and Imran Aziz. 657 Lakecrest Drive, El Dorado Hills, CA 95762			
<b>Project Agent's Name and Address:</b> CTA Engineering and Surveying, 3233 Monier Circle, Rancho Cordova CA, 95742			
<b>Project Engineer's / Architect's Name and Address:</b> CTA Engineering and Surveying, 3233 Monier Circle, Rancho Cordova CA, 95742			
<b>Project Location:</b> The project is located on the north side of Green Valley Road 500 feet west of the intersection with Bass Lake Road in the Cameron Park Area.			
<b>Assessor's Parcel Number(s):</b> 102-210-12/ 102-220-13			
<b>Zoning:</b> Exclusive Agriculture (AE)/ Estate Residential Ten-Acre (RE-10)			
<b>Section:</b> 17, 19, 20 21 <b>T:</b> 10N <b>R:</b> 9E			
<b>General Plan Designation:</b> Rural Residential (RR)			
<b>Description of Project:</b> The project request is for a General Plan Amendment, Rezone, Planned Development and a Tentative Map. The General Plan Amendment would change the Land Use Designation from Rural Residential to Low Density Residential. The Rezone would change the zoning from Exclusive Agricultural to Estate Residential Five-Acre/ Planned Development (RE-5/PD). The Planned Development would allow for modifications to the Development Standards of the RE-5 Zone District and allow for utilization of the Density Bonus planning concept. The Tentative Map would create 29 residential lots. The project would require relief from the minimum parcel size, lot width, and setback requirements of the RE-5 Zone District. The Density Bonus would allow for an additional 11 lots to increase the allowable density from 18 to 29 lots. Approximately 39% of the site would be included in dedicated open space lots.			
<b>Surrounding Land Uses and Setting:</b>			
	<u>Zoning</u>	<u>General Plan</u>	<u>Land Use (e.g., Single Family Residences, Grazing, Park, School)</u>
Site:	AE/ RE-10	RR	Undeveloped grazing land
North:	RE-10	RR	Existing residential development
South:	RE-5/R1/ R20-K	LDR/HDR/PF	Green Valley School
West:	RE-10	RR	Existing residential development
East:	R2A	MDR	Existing residential development
<u>Briefly Describe the environmental setting:</u> The project site is comprised of two parcels totaling 90 acres. The site is currently undeveloped and is utilized as grazing lands for cattle and horses. Topography onsite is			

relatively flat. Slopes exceeding 30% are limited to drainages and streams onsite. Vegetation is comprised of native grasslands and oak woodland habitat. Approximately 1.60-acres wetlands, seeps, and drainage channels are located onsite.

**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	X	Agriculture Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources		Geology / Soils
	Hazards & Hazardous Materials		Hydrology / Water Quality	X	Land Use / Planning
	Mineral Resources	X	Noise		Population / Housing
	Public Services		Recreation	X	Transportation/Traffic
	Utilities / Service Systems	X	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: 1-08-08  
 Printed Name: Jonathan Fong For: El Dorado County



Signature: \_\_\_\_\_



Date: \_\_\_\_\_

1/8/00

Printed Name: Gina Hunter

For: El Dorado County

### 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 offsite as well as onsite, 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. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
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.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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**ENVIRONMENTAL IMPACTS**

<b>I. AESTHETICS.</b> <i>Would the project:</i>			
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.** The project site is located on Green Valley Road. The project site and vicinity has not been identified by the County as a scenic view or resource. There would be no impact.
- b. **Scenic Resources.** The project site is not adjacent or visible from a State Scenic Highway. There are no trees or historic buildings that have been identified by the County as contributing to exceptional aesthetic value at the project site. There would be no impact.
- c. **Visual Character.** The project site is currently undeveloped agricultural land. The project would result in the conversion of the agricultural land for residential development. Impacts would be considered less than significant because the project would be developed consistent with the surrounding residential development.
- d. **Light and Glare.** The project would create 29 residential parcels. Potential sources of light and glare would result from the residential development. Future sources of lighting as a result of the project would be typical of residential development. The project would not result in new sources of light that would significantly impact the neighborhood. Therefore, the impacts of existing light and glare created by the project would be less than significant.

**FINDING** No impacts to aesthetics are expected with the project either directly or indirectly. For this “Aesthetics” category, the impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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<b>II. AGRICULTURE RESOURCES. <i>Would the project:</i></b>			
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. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural 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. **Conversion of Prime Farmland.** The project site has Soils of Local Importance. The soils comprise approximately 15% of the site are located along the eastern and southeastern portion of the site. Portions of the choice soils would be located within five of the residential lots and the majority of the soils would be located in one of the open space lots. The project would allow for residential land uses which would convert these agricultural farmlands to a non-agricultural use. The farmlands of local importance are located adjacent to existing Medium Density Residential Development.

The Agricultural Commission reviewed the project and recommended denial upon the findings that the project would result in the conversion of agricultural lands into non-agricultural land uses and that the project would create an island effect which would negatively impact existing agricultural activities. The project site is surrounded by non-agriculture-zoned parcels to the north, east, and west. One Exclusive-Agriculture (AE) zoned parcel is located to the south. The project would be consistent with the surrounding residential uses.

The project includes a 200 foot setback and a 10-acre minimum parcel size for parcels located adjacent to the agriculture parcel to the south. The proposed setback and parcel size minimum would be consistent with applicable General Plan policies which require buffering between agriculture operations and residential uses. Adherence to the setback and minimum parcel size would buffer the proposed residential use from the agriculture operations to the south. Impacts would be less than significant.

b-c. **Williamson Act Contract.** The project site is not located within a Williamson Act Contract. The adjacent agriculture-zoned parcel to the south is currently not within a Williamson Act Contract. The project site is zoned Exclusive Agriculture (AE) which permits a range of agricultural land uses. The project would change the zoning to allow for low density residential land uses. As required by the General Plan, the project includes a 200 foot setback

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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and a 10-acre minimum parcel size for those parcels adjacent to the agriculture-zoned parcel to the south. Implementation of the required setback and minimum parcel size requirement would reduce potential impacts to the adjacent agricultural parcel to a less than significant level.

**FINDING** For this “Agriculture” category, implementation of the required setbacks and minimum parcel sizes would reduce potential impacts to agriculture. The project site contains Farmland of Local Importance, but due limited size of the choice soils and the surrounding residential land uses, the proposed project would be consistent within the project area. Impacts would be less than significant.

<b>III. AIR QUALITY. <i>Would the project:</i></b>			
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<sub>x</sub>, 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<sub>10</sub>, CO, SO<sub>2</sub> and No<sub>x</sub>, 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.
- a. **Air Quality Plan.** El Dorado County has adopted the *Rules and Regulations of the El Dorado County Air Pollution Control District* (February 15, 2000) establishing rules and standards for the reduction of stationary source air pollutants (ROG/VOC, NO<sub>x</sub>, and O<sub>3</sub>). Any activities associated to the grading and construction of this project would pose a less than significant impact on air quality because the El Dorado County Air Quality Management District (AQMD) would require the project implement a Fugitive Dust Plan (FDP) during grading and construction activities. Such a plan would address grading measures and operation of equipment to minimize and reduce the level of defined particulate matter exposure and/or emissions below a level of significance.

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- b. **Air Quality Standards.** The project would create air quality impacts which may contribute to an existing or projected air quality violation during construction. Construction activities associated with the project include grading and site improvements, for roadway expansion, utilities, driveway, home, and building pad construction, and associated onsite activities. Construction related activities would generate PM10 dust emissions that would exceed either the state or federal ambient air quality standards for PM10. This would be temporary but could potentially have a significant effect.

Operational air quality impacts would be minor, and would cause an insignificant contribution to existing or projected air quality violations. Source emissions would be from vehicle trip emissions, natural gas and wood combustion for space and water heating, landscape equipment, and consumer products. This would have a less-than-significant impact.

The Air Quality Assessment prepared by Rimpo and Associates dated January 2007 determined that the construction activities would result in potentially significant impacts to air quality. The assessment recommended that mitigation measures be applied to reduce impacts during project construction. The Air Quality Management District has reviewed the assessment and determined that standard District conditions of approval would reduce potentially significant impacts to a less than significant impact.

- c. **Cumulative Impacts.** The project site is located within the Mountain Counties Air Basin which has been designated as non-attainment for ozone and PM<sub>10</sub>. The Air Quality Analysis prepared for the project has recommended conditions of approval listed in (b) above that would reduce impacts related to PM<sub>10</sub> to a less than significant level. The Air Quality Analysis determined that the project would not generate a potentially significant level of ozone emissions. Impacts would be less than significant.
- d. **Sensitive Receptors.** The project would create 29 residential units. The proposed residential use would not be considered a use which would expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.
- e. **Objectionable Odors.** Table 3-1 of the *El Dorado County APCD CEQA Guide* (February, 2002) does not list residential uses as uses known to create objectionable odors. Impacts would be 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, however existing regulations would reduce these impacts to a less-than-significant level. Additional impacts to air quality would be less than significant. The proposed project would not cause substantial adverse effects to air quality, nor exceed established significance thresholds for air quality impacts.

IV. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
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, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife		X		

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES. <i>Would the project:</i>			
Service?			
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, such as a tree preservation policy or ordinance?		X	
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. **Special Status Species.** The project site is located within Rare Plant Mitigation Area 1 which has been defined as lands not known to contain special status plant species but having soils capable of supporting the Pinehill Endemic Plant Species. A Biological Resource Assessment was performed for the project site (Foothill Associates, December 2006) which did not identify any special status plant species on the site. The assessment was performed outside of the March to August blooming period. An additional plant survey was conducted in May of 2007 to examine the presence of rare plants during the blooming period. The plant survey determined that no special status plant species were present on the site (David Bise, May 2007).

Pursuant to Section 17.71 of the El Dorado County Zoning Ordinance and Board of Supervisor Resolution 205-98, a mitigation program has been adopted for development within Mitigation Area 1. The project would be subject to payment of the established rare plant mitigation fee at the time of building permit issuance.

Foothill Associates performed a field study to determine the presence of special status animal species on the project site. The study determined that the onsite woodland habit and existing vegetation would provide a suitable habitat for a number of listed and special-status species. The suitable habitat onsite would be a potentially significant impact unless the following mitigation is implemented.

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**MITIGATION MEASURE BIO-1**

*Prior to onsite construction activities during the nesting season (February 1- August 31), a pre-construction survey shall be required to determine if active nests are present onsite. The survey shall be completed no more than 30 days prior to the commencement of construction activities. If nests are found and considered active, construction activities shall not occur within 500 feet of the active nest until the young have fledged or a biologist until determines that the nests are no longer active. The survey results shall be submitted to the California Department of Fish and Game and Planning Services prior to issuance of a grading permit.*

MONITORING: Planning Services shall verify that the above measure has been incorporated on the project grading plans prior to issuance of a grading permit. Planning Services shall coordinate with the applicant and/or biologist to verify conformance with this measure.

Implementation of the mitigation measure identified above would avoid construction-related impacts to nesting birds within the project site area. The mitigation measure would reduce potentially significant impacts to a level of insignificance. No impacts are expected to rare plants.

- b. **Riparian habitat.** The Biological Resource Assessment prepared for the project identified 1.60-acres of waters of the United States. The jurisdictional waters are comprised of 0.71-acres of wetland, 0.11-acres of seeps, 0.65-acres of intermittent drainage, 0.09-acre of perennial drainage, 0.03-acres of ditch, and 0.01-acres of ephemeral drainage (*Foothill Associates, February 2007*). Portions of these jurisdictional waters would be affected as part of the project. This would be a potentially significant impact unless the following mitigation is implemented.

**MITIGATION MEASURE BIO-2**

*The applicant shall obtain a Streambed Alteration Agreement from the California Department of Fish and Game for each stream crossing or any activities affecting the onsite riparian vegetation. The agreement shall be submitted to Planning Services for review prior to issuance of a grading permit.*

MONITORING: Planning Services shall verify the agreement has been obtained and necessary mitigation measures incorporated on the project grading plans prior to issuance of a grading permit.

- c. **Wetlands.** As discussed in Section (c) above, the Biological Assessment and Jurisdictional Evaluation prepared for the project site identified 0.71-acres-acres of wetlands subject to Section 404 of the Clean Water Act. The project would fill portions of the wetlands as part of the project. This would be a potentially significant impact unless the following mitigation is implemented.

**MITIGATION MEASURE BIO-3**

*The applicant shall obtain a Section 404 permit from the U.S. Army Corps of Engineers and a water quality certification from the Central Valley RWQCB. Planning Services shall verify that all conditions attached to the permit and certification have been included prior to issuance of the grading permit.*

MONITORING: Planning Services shall verify the required permit and certification has been obtained prior to issuance of a grading permit.

- d. **Migration Corridors.** The Biological Resource Assessment performed for the project site determined that the habitat onsite would not be suitable for a migration corridor. The ability of wildlife to move across the site would not be unique to the other undeveloped areas in the project area. Impacts would be less than significant.

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- e. **Local Policies.** The proposed project would impact oak woodland habitat, which pursuant to General Plan Policy 7.4.4.4 requires retention and replacement of the affected habitat. The initial arborist report identified 8.5-acres of oak woodland canopy on the site (*Initial Arborist Report and Inventory, Sierra Nevada Arborists, May 2006*). The project would remove 0.98-acres of oak woodland habitat from the project site. As established in the Interim Interpretative Guidelines for General Plan Policy 7.4.4.4, dead diseased or dying oak canopy may be excluded from the retention requirements of Policy 7.4.4.4. As determined by the arborist report, 0.57-acres of onsite canopy has been determined to be dead, diseased, or dying. The project site contains approximately 8.5-acres of oak canopy which would require 90% retention. The project would be removing 0.41-acres of healthy canopy which would require replacement. This would be a potentially significant impact unless the following mitigation is implemented.

**MITIGATION MEASURE BIO-4**

*All healthy oak canopy removed from the site shall be replaced as specified in General Plan Policy 7.4.4.4 and the Interim Interpretative Guidelines for General Plan Policy 7.4.4.4. Replacement of the removed canopy shall be at a density of 200 tree saplings per acre, or 600 acorns per acre. A tree planting and preservation plan shall be required prior to issuance of a grading permit. A maintenance and monitoring plan shall be required for a minimum of 15 years after replanting to ensure a survival rate of at least 90%. The arborist report, planting and maintenance plan and all necessary documents to demonstrate compliance shall be provided to Planning Services prior to issuance of a grading permit.*

MONITORING: Planning Services staff shall review the arborist report, tree planting and replacement plan prior to issuance of a grading permit.

**FINDING:** Potentially significant impacts relating to Biological Resources include impacts to riparian areas, impacts to protected animal species, and removal of oak woodland habitat. Implementation of Mitigation Measures **BIO-1** and **BIO-2** would require the project to obtain permits for the filling onsite wetlands and modification to the existing drainage channels. Implementation of Mitigation Measure **BIO-3** would require pre-construction surveys to reduce impacts to protected animal species. Implementation of Mitigation Measure **BIO-4** would reduce impacts to oak canopy consistent with General Plan. For this 'Biological Resources' category, the above Mitigation Measures would be required to reduce potentially significant impacts to less than significant

<b>V. CULTURAL RESOURCES. Would the project:</b>				
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	



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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**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-b. Historic or Archeological Resources.** A Cultural Resource Study was performed on the project site which identified two cultural resources on the site (*Historic Resources Associates, November 2006*). Both features were recorded with the California Department of Parks and Recreation as part of the Cultural Resources Study. One of the cultural resources includes a 700 foot long dry-laid fieldstone rock wall that is located along the parcel boundary of the two project parcels. The proposed road system would require the removal of portions of the wall for road construction. The Cultural Resources Assessment recommended that prior to removal of any portion of the wall that the resource should be recorded in more detail and the remaining portions of the wall be maintained. The second cultural resource would be located in the rear of four of the proposed lots. The required setbacks in the RE-5 zone would prohibit development in the area. The removal of the rock wall would be a potentially significant impact unless the following mitigation is implemented:

**MITIGATION MEASURE CUL-1**

*The applicant shall document the dry-laid fieldstone rock wall to the satisfaction of the California Department of Parks and Recreation and Planning Services. Planning Services shall review and approve the documentation of the resource prior to issuance of a grading permit.*

MONITORING: Planning Services shall receive proof of documentation of the resource with the California Department of Parks and Recreation prior to issuance of a grading permit.

**MITIGATION MEASURE CUL-2**

*The applicant shall preserve all portions of the dry-laid fieldstone rock wall not removed as part of road construction. The rock wall shall be located within Conservation Easements and shall remain in perpetuity. Planning Services shall verify the placement of the Conservation Easements prior to filing the final map.*

MONITORING: The applicant shall designate Conservation Easements to protect all portions of the rock wall not impacted as part of road construction. Planning Services shall review and approve the Conservation Easements prior to filing the final map.

**c-d. Paleontological Resource.** The site does not contain any known paleontological sites or known fossil strata. The site does not contain any interred human remains. No such resources were identified in the Cultural Resource Study. During all grading activities, standard conditions of approval would be required that address accidental discovery of paleontological resources or human remains. Impacts would be less than significant. Impacts would be less than significant.

**FINDING:** The Cultural Resources Study performed on the project site has identified potentially significant resources on the site. Implementation of Mitigation Measures CUL-1 and CUL-2 would reduce the potentially significant impacts to a

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less than significant level. The applicant would be required to document the resources and all portions of the resource not impacted as part of road construction would be located within designated conservation easements.

<b>VI. GEOLOGY AND SOILS. <i>Would the project:</i></b>				
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 to Division of Mines and Geology Special Publication 42.				X
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 offsite 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.

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**a. Seismic Hazards.**

- i) According to the California Department of Conservation, Division of Mines and Geology, there are no Alquist-Priolo fault zones within El Dorado County. The nearest such faults are located in Alpine and Butte Counties. There would be no impact.
- ii) The potential for seismic ground shaking in the project area would be considered less than significant. Any potential impacts due to seismic impacts would be address through compliance with the Uniform Building Code. All structures would be built to meet the construction standards of the UBC for the appropriate seismic zone.
- 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 wetlands which would be filled as part of the project. Impacts would be less than significant.
- iv) Slopes exceeding 30% on the project site are limited to the drainage channels and perennial streams. All grading activities onsite would be required to comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance. Future development of the site would be prohibited from development on slopes exceed 30% as required by the General Plan. Compliance with the Ordinance would reduce potential landslide impacts to less than significant.

**b. Soil Erosion.** According to the Soil Survey for El Dorado County, the soil types onsite are classified as Auburn Series which have a moderate erosion hazard. 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 types have a slow to medium runoff potential with medium to moderate erosion potentials. 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.** 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 project would be served by private septic systems. All septic systems are subject to review and approval by the El Dorado County Department of Environmental Health. The Department reviewed the submitted septic test information and site map and determined that sufficient disposal and replacement areas would be available for each parcel. Impacts would be less than significant.

**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 grading activities would be required to comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance which would address potential impacts related to soil erosion, landslides and other geologic impacts. Future development would be required to comply with the Uniform Building Code which would address potential seismic related impacts. For this ‘Geology and Soils’ impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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<b>VII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i></b>			
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 project area?			X
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 onsite 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

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materials. Prior to any use of hazardous materials, the project would be required to obtain a Hazardous Materials Business Plan from the Environmental Health- Hazardous Waste Division. The impact would be less than significant.

- c. **Hazardous Materials Near Schools.** The project site is located adjacent to Pleasant Grove High School directly across from Green Valley Road. As discussed in (a-b) above, the project may utilize hazardous materials during project construction. Adherence to the required Hazardous Materials Business Plan would reduce impacts to less than significant.
- d. **Hazardous Sites.** No parcels within El Dorado County are included on the Cortese List. There would be no impact.
- e-f. **Aircraft Hazards.** The project site is not located in the vicinity of any public or private airstrip. The project would not violate any airport land use plan in the area. There would be no impact.
- g. **Emergency Plan.** As discussed in the Traffic category, the project would impact the existing road systems. The project would be required to make road improvements which would address the additional impacts to the road systems. Impacts would be less than significant.
- h. **Wildfire Hazards.** The Rescue Fire Protection District has reviewed the project and determined that requiring all roads to be constructed in conformance with Fire Safe Regulations and implementation of a fire safe plan would reduce impacts to a less than significant level.

**FINDING:** The proposed project would not expose the area to hazards relating to the use, storage, transport, or disposal of hazardous materials. Any proposed use of hazardous materials would be subject to review and approval of a Hazardous Materials Business Plan issued by the Environmental Management. The Rescue Fire Protection District would require conditions of approval to reduce potential hazards relating to wild fires. For this ‘Hazards and Hazardous Materials’ category, impacts would be less than significant.

<b>VIII. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i></b>			
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 -offsite?			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 offsite?			X

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<b>VIII. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i></b>			
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:

- 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. Water quality standards.** There are wetlands and drainage features onsite which would be impacted as part of the project. As discussed in the ‘Biological Resources’ category above, the project would require Mitigation Measures to obtain appropriate permits from the U.S. Army Corps of Engineers and the Department of Fish and Game for the filling of any wetlands or altering of the drainages. All project related construction activities would be required to adhere to the El Dorado County Grading, Erosion Control and Sediment Ordinance which would require Best Management Practices (BMP’s) to minimize degradation of water quality during construction. Impacts would be less than significant.
- b. Groundwater Supplies.** The project would connect to public water and would not utilize any groundwater as part of the project. Construction activities may have a short-term impact as a result of groundwater discharge, however, adherence the Grading Ordinance would ensure that impacts would be less than significant.
- c-f. Drainage Patterns.** As discussed in the ‘Biological Resources’ category above, the project would fill wetlands and may alter the existing drainages onsite. The project would be required to prepare a drainage study subject to review

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by the Department of Transportation. The drainage study would be required to conform to the El Dorado County Grading, Erosion Control and Sediment Ordinance. Impacts would be less than significant.

**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:** No significant impacts to water quality or drainage features would result as part of the project. Adherence to the Grading, Erosion Control and Sediment Ordinance would reduce impacts to less than significant. For this ‘Hydrology and Water Quality’ category, the project would not exceed the thresholds of significance and related impacts would be less than significant.

<b>IX. LAND USE PLANNING. <i>Would the project:</i></b>			
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 conservation plan?			X

**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 is located within the Rural Region of El Dorado County. The project site borders the Cameron Park Community Region to the east. The project would not divide an established community. Impacts would be less than significant.

**b. Land Use Consistency.** The project requests includes a General Plan Amendment from Rural Residential to Low Density Residential and a Rezone from Exclusive Agriculture to Estate Residential Five-Acre. Included with the request is a Planned Development application which would allow for flexibility in the Development Standards of the RE-5 zone district. The project would comply with applicable General Plan policies and the Development Plan would be consistent with the General Plan and Zoning Ordinance. Impacts would be less than significant.

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- c. **Habitat Conservation Plan.** There are currently no adopted HCP's or NCCP's in El Dorado County. There would be no impact.

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

<b>X. MINERAL RESOURCES.</b> <i>Would the project:</i>					
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:

- 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 mineral resources on the site according to the General Plan. There are no known mineral resources of local importance on or near 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.

<b>XI. NOISE.</b> <i>Would the project result in:</i>					
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				X



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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<b>XI. NOISE.</b> <i>Would the project result in:</i>			
people residing or working in the project area to excessive noise levels?			

**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.

- a. **Noise Exposures.** The project would be located along Green Valley Road. The location of the project relative to potentially significant noise sources would impact the proposed residential uses. A Noise Assessment was prepared for the project to determine the maximum exterior and interior noise levels expected for the project (Bollard Acoustical Consultants, November 2006). The assessment determined that the interior noise levels would exceed the maximum threshold established by the General Plan. This is a potentially significant impact unless the following Mitigation Measure is implemented.

**MITIGATION MEASURE NOISE-1**

*The applicant shall construct a six-foot high sound wall along the rear yards of lot 6. The sound wall shall be constructed to the satisfaction of an Acoustical Consultant or appropriately certified professional prior to final building inspection of Lot 6. Planning Services shall verify location of sound wall on improvement plans prior to issuance of a permit.*

MONITORING: Planning Services shall verify that the sound wall meets the requirements established by the Noise Assessment prepared for the project. The applicant shall show the sound wall on the improvement plans.. Planning Services shall verify the construction of the sound wall prior to issuance of a building permit for this Lot 6.

- 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 to 7:00am to 7:00pm Monday through Friday and 8:00am to 5:00pm on weekends and federally recognized holidays would limit the ground shaking effects in the project area. Impacts would be less than significant.
- c. **Short-term Noise Increases.** The project would include construction activities for the grading of the site and construction of the residential units. The short-term noise increases would potentially exceed the thresholds established by the General Plan. This is a potentially significant impact. Standard conditions of approval would limit the hours of construction activities to 7:00am to 7:00pm Monday through Friday and 8:00am to 5:00pm on weekends and federally recognized holidays. Adherence to the limitations of construction would reduce potentially significant impacts to a less than significant level.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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d. **Long-term Noise Increases.** The project would result in residential development which would not likely increase the ambient noise levels in the area in excess of the established noise thresholds. Impacts would be less than significant.

e-f. **Aircraft Noise.** The project is not located within the vicinity of a public or private airstrip. There would be no impact.

**FINDING:** Without mitigation measures, the project would result in interior noise levels that would exceed the thresholds established by the General Plan. Therefore, implementation of Mitigation Measure **NOISE-1** would ensure that the interior noise levels would not exceed the thresholds of the General Plan. Application of standard conditions of approval limiting hours of construction would reduce potential noise impacts during project construction to less than significant. Implementation of Mitigation Measure **NOISE-1** and standard conditions would limit potential impacts to a less than significant.

<b>XII. POPULATION AND HOUSING. <i>Would the project:</i></b>			
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.

a. **Population Growth.** The project would result in the creation of 29 residential units. No significant population growth would result as a part of the project. No additional public services or roads would be constructed as part of the project that would significantly contribute to growth in the area. Impacts would be less than significant.

b. **Displace Housing.** The project would result in the creation of 29 residential units. No existing or proposed housing would be displaced as part of the project. There would be no impact.

c. **Displace People.** The project would create 29 residential units. No people would be displaced as part of the project. There would be no impact.

**FINDING:** The project would not displace any existing or proposed housing. The project would not directly or indirectly induce growth. For this ‘Population and Housing’ Section, impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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<b>XIII. PUBLIC SERVICES.</b> <i>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:</i>			
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 Rescue Fire Protection District provides structural fire protection to the project site. The District would require fire protection measures that would be included as conditions of approval of the project. These requirements include a required fire flow of 2,000 gallons per minute for 2 hours. Additional fire hydrants would be required throughout the development. Roadway design would be required to comply with the Fire Safe Regulations and the California Fire Code. Impacts would be less than significant.
- 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 would not be required. Impacts would be less than significant.
- c. Schools.** School services would be provided by the Buckeye Union School District. The proposed residences would be required to pay the impact fees adopted by the District. Impacts would be less than significant.
- d. Parks.** As discussed in the ‘Recreation’ category below, the project would be required to pay park in-lieu fees. Impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- e. **Government Services.** There are no services that would be significantly impacted as a result of the project. 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.

XIV. 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.** The project would result in an increase in the usage of parks and recreational facilities. Payment of in-lieu fees to the Cameron Park Community Services District would be sufficient to ensure the impacts from the new development would be mitigated. The project site is located outside of the Cameron Park Community Services District. The project would be required to make application to LAFCO for the annexation into the District to receive park services. Impacts would be less than significant.
- b. **Recreational Services.** The project would not include additional recreation facilities or sites as part of the project. The increased demand for any services would be mitigated by the payment of the in-lieu fees as discussed above. Impacts would be less than significant.

**FINDING:** No significant impacts to open space or park facilities would result as part of the project. For this ‘Recreation’ category, impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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<b>XV. TRANSPORTATION/TRAFFIC. <i>Would the project:</i></b>			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X	
b. Exceed, either individually or cumulatively, a level of service standard 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. Result in inadequate parking capacity?			X
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			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-b. Traffic Increases.** The traffic study prepared for the project estimated that the project would result in 258 total daily trips including 25 peak AM trips and 27 peak PM trips (Kimley-Horn and Associates, April 2007). The study concluded that the existing levels of service of the access roads would not be capable of accommodating the additional trips. The traffic study recommended that the intersection of Green Valley Road and Deer Valley Road be signalized and appropriate turn pockets and intersection improvements be constructed. The intersection improvements would be consistent with the approved Capital Improvement Project for the intersection. Additionally, the project frontage along Green Valley Road would be widened and bicycle lane and sidewalk improvements would be required. Construction of the recommended improvements would reduce impacts to less than significant. The project has been conditioned to require the required road improvements.
- c. Air traffic.** The project is not located adjacent to or within the Safety Zone of a public or private airstrip. There would be no impact.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- d. **Design Hazards.** The project would not create any significant traffic hazards. The proposed encroachments would be designed and constructed to County standards. The traffic analysis did not identify any hazards associated with the design of the project. The proposed two points of access onto Green Valley Road would comply with the County Design Manual. Impacts would be less than significant.
- e. **Emergency Access.** The project would create a 29-lot residential development. The project would be constructed with access roads consistent with County standards. In addition, a fire safe plan would be required for the development. Implementation of these measures would be sufficient to provide fire protection to the site. Impacts would be less than significant.
- f. **Parking.** The project would result in the creation of 29 residential units. The Zoning Ordinance requires two parking spaces for each residential unit. The proposed parcel sizes would range between two and three acres. No significant impacts from parking would occur.
- g. **Alternative Transportation.** The project would not conflict with adopted plans, policies or programs relating to alternative transportation. 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 road improvements necessary as part of the project. For the Transportation/ Traffic category thresholds would not be exceeded upon completion of the recommended road improvements.

<b>XVI. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i></b>				
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	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	

**Discussion:**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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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 onsite 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 onsite 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. **Wastewater Requirements.** The project would be served by private onsite septic systems for wastewater services. There would be no impact to the existing public wastewater services.
  - b. **Construction of New Facilities.** The project would not require construction of new wastewater facilities. There would be no impact.
  - c. **New Stormwater Facilities.** The project would not require the construction of new stormwater facilities. The project would be required to comply with the stormwater requirements of the Design and Improvement Standards Manual. Impacts would be less than significant.
  - d. **Sufficient Water Supply.** The project would be served by EID public water. The Facilities Improvement Letter submitted for the project indicated that adequate public water is available to serve the project. No new public water improvements would be required, the existing water lines in the area are capable of providing the required water meters and fire flow. The project would require annexation into the EID service district prior to receiving public water services. The project would require coordination with LAFCO to initiate annexation proceedings. The project is located within the EID Sphere of Influence and existing water lines are located beneath Green Valley Road adjacent to the project. Impacts would be less than significant.
  - e. **Adequate Capacity.** EID has indicated that the existing water system in the area would be sufficient to service the project. Impacts would be less than significant.
  - f. **Solid Waste Disposal.** 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 this period. This facility has more than sufficient capacity to serve the County for the next 30 years. 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. All containers would be located within the garage area or within fenced enclosure areas. The located would be defined within the recorded Conditions, Covenants, and Restriction (CCR's ). Impacts would be less significant.

**FINDING:** Adequate water and sewer systems are available to serve the project. For this 'Utilities and Service Systems' category, impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:</b>			
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. The project would have the potential to significantly impact fish or wildlife species as part of the project. The project would require oak woodland habitat removal and the modifications of onsite riparian features. The project would include Mitigation Measures requiring the replanting of impacted oak canopy, acquisition of permits for the modifications to the riparian areas, and surveys to reduce impacts to protected animal species during project construction. Implementation of these Mitigation Measures would reduce potentially significant impacts to less than significant.
- b. The project would not result in significant cumulative impacts. The project would connect to existing public water and sewer services and would not require the extension infrastructure or utilities outside of the Community Region. The project would be consistent with the existing General Plan Land Use Designation and the surrounding land use pattern. Impacts would be less than significant.
- c. Based on the discussion contained in this document, potentially significant impacts to human beings would occur with respect to Air Quality and Noise. The project would include standard conditions of approval required by the Air Quality Management District which would apply to project construction. Adherence to these standard conditions would reduce potential impacts to less than significant. The noise assessment prepared for the project determined that interior noise levels would exceed the thresholds established by the General Plan. Mitigation Measures would be required to construct sound walls to limit the interior noise exposure. Implementation of standard conditions of approval and Mitigation Measures would reduce potentially significant impacts to less than significant.



**SUPPORTING INFORMATION SOURCE LIST**

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 Ordinances (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.)

**Project Specific Resource Material**

*Air Quality Analysis for the Ghori Property (APN 102-210-12, 102-220-13) Residential Development Proposed for Rescue, CA. Rimpo and Associates, January 2007.*

*Biological Resource Assessment +/- 90-acre Ghori Property, El Dorado County California, Foothill Associates, December 2007.*

*Cultural Resources Study of APN. 10:210:12 and 102:220:13 Near Green Valley Road, El Dorado County, California. Historic Resources Associates. November 2006.*

*Delineation of Waters of the United States, Ghori Property +/- 90-acre Site El Dorado County, California. Foothill Associates, February 2007.*

*Drainage Study for Ghori Property (APN 102-220-13 & 102-220-13). CTA Engineering and Surveying. January 2007.*

*Environmental Noise Assessment, The Ghori Property Residential Development. Bollard Acoustical Consultants. November 2006.*

*Facilities Improvement Letter FIL 1106-114. El Dorado Irrigation District. November 2006.*


*Initial Arborist Report and Tree Inventory Summary. Sierra Nevada Arborist, January 2007.*

*Land Capability Study for Ghori Property Cameron Park, El Dorado County, California. Youngdahl Consulting Group Inc. February 2007.*

*Results of a Focused Plant Survey on the Ghori Property Site, Located in El Dorado County, California. David Bise, May 2007.*

*Traffic Impact Analysis, Ghori Property Rescue, California. Kimley-Horn and Associates, Inc. February 2007.*

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit H - Addendum to Adopted Mitigated Negative Declaration

	<p><b>EL DORADO COUNTY PLANNING SERVICES</b>  <b>2850 FAIRLANE COURT</b>  <b>PLACERVILLE, CA 95667</b></p>																								
<p><b>ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION</b></p>																									
<p><b>Project Title:</b> TM-C23-0002/ Oak Haven (formerly Summerbrook Estates) Revision (Revision to Conditions of Approval #25 and #26)</p>																									
<p><b>Lead Agency Name and Address:</b> El Dorado County, 2850 Fairlane Court, Placerville, CA 95667</p>																									
<p><b>Contact Person:</b> Corinne Resha, Planning Services</p>	<p><b>Phone Number:</b> (530) 621-5355</p>																								
<p><b>Applicant's Name and Address:</b> Blue Mountain Communities, 707 Aldridge Road, Vacaville, CA 95688</p>																									
<p><b>Owner's Name and Address:</b> Summerbrook El Dorado Inc, 707 Aldridge Road, Vacaville, CA 95688</p>																									
<p><b>Project Engineer's Name and Address:</b> CTA Engineering &amp; Surveying          3233 Monier Circle, Rancho Cordova, CA 95742</p>																									
<p><b>Project Location:</b> The project is located on the north side of Green Valley Road approximately 500 feet west of the intersection with Silver Springs Parkway in the Rescue area.</p>																									
<p><b>Assessor's Parcel Number:</b> 102-580-001 to 102-580-021 and 102-590-001 to 102-590-017      <b>Acres:</b> 90 acres</p>																									
<p><b>General Plan Designation:</b> Low Density Residential (LDR)</p>																									
<p><b>Zoning:</b> Residential Estate Five-Acre (RE-5-PD)</p>																									
<p><b>Description of Project:</b>          The project involves an approved residential subdivision (originally approved in 2008) that is proposing to modify its conditions of approval. Condition of Approval 25 currently requires the project to signalize the intersection of Green Valley Road and Deer Valley. Subsequent traffic studies have demonstrated that this improvement is no longer needed. The applicant is proposing that this condition of approval be modified to require only street lighting of the intersection and the elimination of Condition of Approval 26 that currently requires the provision of a signal controller and associated cabinets.</p>																									
<p><b>Surrounding Land Uses and Setting:</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Zoning</th> <th style="text-align: center;">General Plan</th> <th style="text-align: center;">Land Use/Improvements</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>Site</b></td> <td style="text-align: center;">RE-5-PD</td> <td style="text-align: center;">LDR</td> <td style="text-align: center;">Developing residential development</td> </tr> <tr> <td style="text-align: center;"><b>North</b></td> <td style="text-align: center;">RL-10</td> <td style="text-align: center;">RR</td> <td style="text-align: center;">Existing residential development</td> </tr> <tr> <td style="text-align: center;"><b>South</b></td> <td style="text-align: center;">RE-5/R1/RL-10</td> <td style="text-align: center;">LDR/HDR/PF</td> <td style="text-align: center;">Westside Church</td> </tr> <tr> <td style="text-align: center;"><b>East</b></td> <td style="text-align: center;">R2A/RL-10</td> <td style="text-align: center;">RR/MDR</td> <td style="text-align: center;">Existing residential development</td> </tr> <tr> <td style="text-align: center;"><b>West</b></td> <td style="text-align: center;">RL-10</td> <td style="text-align: center;">RR</td> <td style="text-align: center;">Existing residential development</td> </tr> </tbody> </table>			Zoning	General Plan	Land Use/Improvements	<b>Site</b>	RE-5-PD	LDR	Developing residential development	<b>North</b>	RL-10	RR	Existing residential development	<b>South</b>	RE-5/R1/RL-10	LDR/HDR/PF	Westside Church	<b>East</b>	R2A/RL-10	RR/MDR	Existing residential development	<b>West</b>	RL-10	RR	Existing residential development
	Zoning	General Plan	Land Use/Improvements																						
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<b>East</b>	R2A/RL-10	RR/MDR	Existing residential development																						
<b>West</b>	RL-10	RR	Existing residential development																						
<p><b>Briefly describe the environmental setting:</b> The project consists of a paved two-lane road that flows in an east-west direction. The site is characterized by native chaparral, grasslands, and native trees. Onsite trees are primarily live oak, pine, and manzanita. The northern and southern portion of the site has been disturbed during development of the single-use residential units.</p>																									
<p>Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement)</p> <ol style="list-style-type: none"> <li>1. El Dorado County Department of Transportation: grading permit for off-site access road improvements.</li> <li>2. El Dorado County Planning and Building Department – Building Services: building and grading permits</li> <li>3. El Dorado County Air Quality Management District: Fugitive Dust Plan</li> </ol>																									
<p><b>Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?</b>          Because the project was previously approved with an Initial Study/Mitigated Negative Declaration and the analysis contained in this Addendum concluded that the proposed revision would not result in any new or substantially worse significant environmental impacts, coordination and consultation with Native American tribes is not required for this project.</p>																									

DETERMINATION: ADDENDUM TO AN ADOPTED NEGATIVE DECLARATION

The County of El Dorado, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to the Mitigated Negative Declaration (MND) for the following described project:

PROJECT NAME: TM-C23-0002/OAK HAVEN SUBDIVISION MAP REVISION

El Dorado County has reviewed the proposed project and on the basis of the whole record before it, has determined that substantial evidence does not exist that the project, as identified in this Addendum, would have a significant effect on the environment beyond that which was previously evaluated in the MND prepared for the Summerbrook Estates Project (A07/0005/ Z07-0012/ PD07-0007/ TM07-1440). A subsequent MND is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to the adopted MND has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Printed Name: Robert Peters, Dep. Director of Planning For: El Dorado County

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Printed Name: \_\_\_\_\_ For: \_\_\_\_\_

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit H - Addendum to Adopted Mitigated Negative Declaration

TM-07-1440-R-2/ Summer Brook Estates  
Exhibit H - Addendum to Adopted Mitigated Negative Declaration

## 1. INTRODUCTION

On March 11, 2008, the County of El Dorado (County) Board of Supervisors (Board) adopted an Initial Study/ Mitigated Negative Declaration (IS/MND) (2008 IS/MND) for the Summerbrook Estates Project, which included a General Plan Amendment (A07-0005), Rezone (Z07-0012), Planned Development (PD07-0007), and a Tentative Map (TM07-1440). The Applicant is proposing a revision to the approved Subdivision Map which would replace traffic signals at the intersection of Green Valley Road and Deer Valley Road for street lighting to be consistent with an updated traffic analysis which concludes that a traffic signal is no longer warranted due to a reduced traffic volume. No other changes are proposed to the configuration of the approved Subdivision Map, the number or size of the lots, or the planned use. This Addendum is provided as a supplement to the environmental analysis provided in the adopted 2008 IS/MND, pursuant to State California Environmental Quality Act (CEQA) Guidelines Sections 15164. This Addendum describes the approved project and the proposed revision to the project description, summarizes existing CEQA documentation, and finds that the revised project, like the approved project, would result in no significant environmental impacts. As there are no new significant impacts or conditions/circumstances which would prompt preparation of a subsequent environmental document, the County has determined that an addendum to the adopted IS/MND is the appropriate level of CEQA documentation for the proposed revised project.

## 2. BACKGROUND

As approved by the Board on March 11, 2008, the project requested a General Plan Amendment, Rezone, Planned Development Permit, and a Tentative Subdivision Map. The General Plan amendment changed the land use designation from Rural Residential to Low Density Residential. The rezone changed the zoning from Exclusive Agricultural to Estate Residential Five-Acre/ Planned Development (RE-5/PD). The planned development allows for modifications to the development standards of the RE-5 zone district and allow for utilization of the density bonus planning concept. The Subdivision Map creates 29 residential lots. Approximately 39 percent of the site is in dedicated open space lots.

## 3. REVISED PROJECT DESCRIPTION

Based on a traffic study prepared for the original project, it was concluded that the project would measurably affect traffic volumes and impact level of service in the area and recommended that the intersection of Green Valley Road and Deer Valley Road be signalized (Condition of Approval 25 and 26) and appropriate turn pockets, bike lane improvements, and intersection improvements be constructed to accommodate the increase in additional trips as a result of the project (Condition of Approval 27 and 28). However, an updated traffic report prepared for the project (most recently in 2022), determined that population growth and densities utilized in the earlier Traffic Demand Model (2007) were overstated, and concluded that a traffic signal is no longer warranted, and determined that the intersection is operating well within County standards and is projected to remain in compliance in future cumulative conditions. Turn pocket and bike lane improvements identified in Condition of Approval 27 and 28 along Green Valley Road have been completed.

Specifically, the applicant is proposing to modify Condition of Approval 25 as shown below:

The applicant shall ~~signalize~~ construct street lighting to illuminate the Green Valley/ Deer Valley Road intersection to meet current El Dorado County Standards, ~~as required in the approved traffic study.~~ These required enhancements ~~improvements~~ shall include street lighting with the use of cobra head LED fixtures in accordance with County Standards and the provision of electrical power to the light standards. Subdivider shall provide a funding source (e.g., inclusion in the project's Home Owners Association [HOA] budget) to cover the cost of electricity and general maintenance of the equipment. ~~geometric improvements to Green valley Road consistent with the approved~~ improvements plans for CIP Project No. 66114 which includes the intersection widening to provide for right and left turn channelization and acceleration/deceleration lanes and shall adhere to the latest version of the Manual Uniform Traffic Control Devices (MUTCD), the California Supplement, and the Caltrans Highway Design Manual. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain a revised Improvement Agreement with security reflecting the changes above ~~an approved improvement agreement with security,~~ prior to the filing the final map.

The applicant is also proposing the deletion of Condition of Approval 26 as a result of the changes to Condition of Approval 25:

~~The signal controller and controller cabinet(s) shall be approved by the Department of Transportation Operations and Maintenance prior to purchase of said items.~~

This revision would not result in any changes related to the number of residential parcels created, the density of future residential uses, the amount of land anticipated to be disturbed, anticipated population growth, anticipated traffic from project construction or operation, or any additional need for public utility service beyond what was analyzed in the 2008 IS/MND and approved by the Board on March 11, 2008.

#### 4. SUMMARY OF EXISTING CEQA DOCUMENTATION

As described above, the County (CEQA lead agency) completed an IS/MND for the original project request and circulated the document for public review. The MND was approved by the County Board of Supervisors on March 11, 2008. The 2008 IS/MND addressed potential environmental effects of the project and found that all impacts to environmental resources as a result of the project were less than significant, and mitigation measures were required.

#### 5. APPROPRIATE CEQA DOCUMENTATION FOR THE PROPOSED REVISION

In accordance with Section 15164(b) of the State CEQA Guidelines, “An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or Negative Declaration have occurred.” Specifically, these conditions include:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
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 the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
  - A. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
  - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - 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; or
  - 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 proponents decline to adopt the mitigation measure or alternative.

In order to utilize an addendum as the appropriate CEQA document, the County, as the lead agency, must make a finding that changes to the project are necessary and that the project as revised would not result in any new significant or more severe environmental effects than previously identified in the 2008 IS/MND. The following section analyzes whether incorporating the phasing plan would cause environmental impacts.

#### 6. ENVIRONMENTAL ANALYSIS

As previously stated, the 2008 IS/MND prepared for the project concluded that all of the project’s impacts would be less than significant with the implementation of mitigation measures. Although the proposed revision to the project is not expected to result in a new or more intensive significant impact, the revision would require a change to the project description. This

Addendum focuses on the potential effects on the environment due to the proposed revision to the project description to determine whether any of the conditions described above are met.

The adopted 2008 IS/MND included development of the project site with 29 residential lots, intersection improvements at Green Valley/Deer Valley Road, road widening along Green Valley Road, and bicycle lane and sidewalk improvements. The 2008 IS/MND concluded that the project would not result in any significant environmental impacts with the application of mitigation measures.

The proposed revision would replace a traffic signal for streetlighting at the intersection of Green Valley Road and Deer Valley Road. Based on the traffic study prepared for the original project, it was determined that a traffic signal would be required to accommodate the projected increase in vehicles as a result of the project. However, an updated traffic report prepared for the project, determined that population growth and densities used in the original traffic report were overstated, and concluded that a traffic signal is no longer warranted, and the subject intersection is currently operating well within County standards and is projected to remain in compliance in future cumulative conditions. As a result, streetlighting in place of the traffic signal is currently proposed.

It is important to note that the replacement of a traffic signal for street lighting does not change the allowed development, anticipated area of disturbance, or required conditions of approval. Additionally, the project would still be required to satisfy all conditions of approval as adopted by the Board on March 11, 2008. Overall, the revision would not increase the area, use, or intensity of development of the project site, however, would require an amendment to Condition of Approval 25 and the elimination of Condition of Approval 26 to reflect the proposed changes. Because the proposed replacement of a traffic signal for streetlighting would not create additional parcels, increase the development footprint, or add additional residents beyond what was approved in 2008, this proposed revision would not be expected to change any of the environmental impact conclusions of the 2008 IS/MND. A discussion of the environmental conclusions from the 2008 IS/MND is provided below, along with a brief discussion of why the proposed revision would not be expected to change any of the environmental impact conclusions of the 2008 IS/MND. The discussion is organized by the environmental topics included in the checklist.

## 6.1 Aesthetics

The 2008 IS/MND noted that the project site is not identified by the County as a scenic view or resources, and is not visible from a State Scenic Highway. While development of the approved subdivision would introduce 29 new residences to the area, the resultant glare and light would be typical of the residential development surrounding the project site. For these reasons, project impacts related to aesthetics were concluded to be not significant. The proposed revision would replace a traffic signal for street lighting, but would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Street lighting would consist of LED downcast light fixtures in compliance with County standards (Chapter 130.34 of the Zoning Ordinance). As a result, impacts from light and glare at the intersection would be similar to or less than the approved traffic signal, therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.2 Agricultural Resources

The 2008 IS/MND noted the project site is not classified as Prime Farmland and is not under a Williamson Act contract, and is zoned Exclusive Agriculture (AE) which permits a range of agricultural land uses. The 2008 IS/MND concluded that the project would be consistent with the surrounding residential uses and that adherence to a 200-foot setback from an agriculture parcel would result in a less-than-significant impact. The proposed revision would replace a traffic signal for street lighting, but would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.3 Air Quality

The 2008 IS/MND noted that the project would generate air pollutant emissions during construction and operation. As noted in the 2008 IS/MND, the project would be subject to the requirements of the El Dorado County Air Pollution Control District (now known as the El Dorado County Air Quality Management District [EDC AQMD]), including a Fugitive Dust Plan during grading and construction. The EDC AQMD reviewed the Air Quality Assessment prepared by Rimpo and Associates dated January 2007 and determined that standard District conditions of approval would reduce potentially significant impacts



to a less-than-significant impact. For these reasons, the analysis concluded that project impacts related to air quality would not be significant. The proposed revision would replace a traffic signal for street lighting, but would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site that could generate additional air pollutant emissions not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.4 Biological Resources

Based on biological resources studies prepared for the project, the 2008 IS/MND determined that the project site did not include rare plants or native resident or migratory wildlife corridors, however potentially significant impacts to riparian areas, protected animal species, and removal of oak woodland habitat would be reduced to less than significant with the implementation of mitigation. As a result, the project applicant is required to complete a nesting bird survey and obtain a Streambed Alteration Agreement and a Section 404 permit prior to construction. Additionally, as part of the Conditions of Approval for the approved Subdivision Map, the project would be required to prepare an Oak Tree Replacement Plan consistent with the retention and replacement provisions of General Plan Policy 7.4.4.4. For these reasons, the analysis concluded that project impacts related to biological resources would not be significant. The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint (improvements would occur within the existing disturbed right-of-way area of the roadways), increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.5 Cultural Resources

Based on the cultural resources study prepared for the project, the 2008 IS/MND determined that potentially significant cultural resources are located on the project site. However, with continual documentation and preservation of the dry-laid fieldstone rock wall, and compliance with all requirements related to discovery of previously unknown cultural resources, the analysis concluded that project impacts related to cultural resources would not be significant. The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint (improvements would occur within the existing disturbed right-of-way area of the roadways), increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.6 Geology and Soils

The 2008 IS/MND noted that the project site is not within a Seismic Hazard Zone but could be subject to less than significant groundshaking effects. Compliance with applicable building codes and the County's Grading, Erosion Control and Sediment Ordinance would ensure that the project would not result in significant effects related to seismicity, soil erosion, loss of topsoil, or expansive soils. The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.7 Hazards and Hazardous Materials

The 2008 IS/MND noted that project construction would require the temporary use of hazardous materials such as construction material, paints, fuels, landscaping materials, and household cleaning supplies typically utilized during construction activities. However, compliance with existing regulations would ensure that the project would not have a significant effect. While the project site is located north of Westside Church, adherence to the Hazardous Materials Business Plan issued by the Environmental Health-Hazardous Waste Division would reduce impacts to less than significant. Additionally, the project site was not identified as being on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and is not located in the vicinity of any public or private airstrip. The project is required to make road improvements to reduce impacts to existing road systems and would be constructed in conformance with Fire

Safe Regulations as required by the Rescue Fire Protection District. For these reasons, project impacts related to hazards and hazardous materials were concluded not to be significant. The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND that could create a new hazard. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.8 Hydrology and Water Quality

The 2008 IS/MND noted that the project would impact wetlands and drainage features onsite, however preparation of a drainage study and compliance with the County's Grading, Erosion Control and Sediment Ordinance would ensure that the project would minimize degradation of water quality during construction. The project site is not located within any mapped 100-year flood areas and the project would not use groundwater. With the application of standard conditions of approval and compliance with all requirements related to grading, erosion, and water quality, the analysis concluded that project impacts related to hydrology and water quality would not be significant. The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.9 Land Use Planning

The 2008 IS/MND noted that the project would not physically divide an established community. Additionally, with the requested General Plan Amendment and Rezone, the project would be consistent with established land use. As a result, the 2008 IS/MND concluded that project impacts related to land use planning would not be significant. The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.10 Mineral Resources

The 2008 IS/MND noted that the project site is not in an area where mineral resources are known to be present and concluded that the project would have no impact on mineral resources. The proposed revision would replace a traffic signal for streetlighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.11 Noise

The 2008 IS/MND noted that project construction activities would be limited to standard construction hours as required by General Plan Policy 6.5.11. Because construction noise would be limited to specific days and hours, the impact was determined to be less than significant. The project site is not located within the vicinity of a public or private airstrip. Due to the location of the project relative to potentially significant noise sources, the construction of a sound wall is required to reduce noise exposures to a less-than-significant level. For these reasons, project impacts related to noise were concluded to be less than significant. The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site that would create a new noise source not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

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## 6.12 Population and Housing

The 2008 IS/MND noted that the project would not displace any people or housing, and that the proposed density and population growth would be consistent with the General Plan. For these reasons, project impacts related to population and housing were concluded to be less than significant. The proposed revision would replace a traffic signal for street lighting, which would not increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.13 Public Services

The 2008 IS/MND noted that the project would be adequately served by all public services and there would be no need for new or expanded facilities to serve the project. Additionally, the project would be required to pay all applicable impact fees during the development process, which would help offset the increased demand in services. For these reasons, project impacts related to public services were concluded to be less than significant. The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. In addition, a funding source would be provided for the cost of electricity and general maintenance of the proposed lighting ensuring there is no financial impact to the County. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.14 Recreation

While the project would add new residents to the area, the increase would not substantially contribute to increased demand on recreational facilities. Park facilities are provided and maintained by the Cameron Park Community Services District (CSD), and impact fees are charged by the CSD in conjunction with building permits. The project site is located outside of the Cameron Parks CSD and would be required to make application to LAFCO for the annexation into the District to receive park services. For these reasons, project impacts related to recreation were concluded to be less than significant. The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site that would impact recreational uses not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.15 Transportation/Traffic

Based on a traffic study prepared for the original project, it was concluded that the project would measurably affect traffic volumes and impact level of service in the area and recommended that the intersection of Green Valley Road and Deer Valley Road be signalized and appropriate turn pockets and intersection improvements be constructed to accommodate the increase in additional trips as a result of the project. Also, the project would provide adequate parking for residents and the project would not conflict with adopted plans, policies or programs related to alternative transportation. For these reasons, project impacts related to transportation/traffic were concluded to be not significant. However, an updated traffic report prepared for the project (most recently in 2022), determined that population growth and densities utilized in the earlier Traffic Demand Model (2007) were dramatically overstated, and concluded that a traffic signal is no longer warranted, and that the intersection is currently operating well within County standards and is projected to remain in compliance in future cumulative conditions<sup>1</sup>. The El Dorado County Department of Transportation has reviewed this report and concurred with the conclusions. The proposed revision would replace the traffic signal for street lighting for improved traffic safety, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the

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<sup>1</sup> Kimley Horn, *Green Valley Road/Deer Valley Road Intersection Operations Analysis*, April 12, 2022.

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conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.16 Utilities and Service Systems

As discussed previously, the 2008 IS/MND assumed that the project would be annexed into EID's service area and would receive water and sewer service from EID. The project would connect to the existing stormwater drainage system and electrical system in the area, and would be served by the local solid waste hauler. For these reasons, project impacts related to utilities and service systems were concluded to be less than significant. The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. The street lighting would include the use of cobra head LED fixtures in accordance with County Standards and would require the provision of electrical power to the light standards. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.17 Mandatory Findings of Significance

The 2008 IS/MND noted that based on the size of the project, types of activities proposed, site-specific environmental conditions, and the implementation of mitigation measures, the project would not be expected to result in impacts that would be cumulatively considerable. The proposed revision would replace a traffic signal with street lighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. Therefore, the proposed revision would not alter any of the conclusions of the adopted 2008 IS/MND regarding the significance of environmental impacts and preparation of a subsequent MND is not required.

## 6.18 Other Topics Not Addressed in the 2008 IS/MND

Since adoption of the 2008 IS/MND, additional topics have been added to the CEQA Guidelines Appendix G and many items have been revised. Of note is the addition of analyses for energy, greenhouse gas emissions, vehicle miles traveled, tribal cultural resources, and wildfire. While these topics are new additions to Appendix G, none of them are issues that could not have been known at the time the 2008 IS/MND was adopted. For example, while greenhouse gas emissions are now evaluated under CEQA, the science of climate change and greenhouse gas emissions was known in 2008. Additionally, while wildfire is now a stand-alone section within the checklist, issues regarding wildfire were previously discussed in the hazards and hazardous materials section.

The proposed revision would replace a traffic signal for street lighting, which would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the site not already evaluated in the 2008 IS/MND. While issues of energy, greenhouse gases, vehicle miles traveled, tribal cultural resources, and wildfire were not evaluated in the 2008 IS/MND, the proposed revision's impacts related to those topics would be expected to be the same as the approved project as the revisions would not change the disturbance footprint, increase the number of units or residents, or otherwise cause any physical changes to the approved site plan. Therefore, the proposed revision would not result in any new significant impacts and preparation of a subsequent MND is not required.

## 7. DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

### 7.1 Section 15162 - Subsequent EIRs and Negative Declarations

- a) "When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one of more of the following:"
  - 1) "Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;"

The applicant proposes modifying the approved Subdivision Map to replace traffic signals with street lighting at the intersection of Green Valley Road and Deer Valley Road to be consistent with the updated traffic analysis. As discussed above in the Environmental Analysis section of this Addendum, the proposed revision would not result in new or substantially more severe significant environmental effects because the development capacity, anticipated generation of new residents, and development footprint would all remain the same as the project analyzed in the 2008 IS/MND. As no environmental impacts were identified in the 2008 IS/MND and as no environmental impacts have been identified as part of additional analysis in this Addendum, the proposed revision to replace a traffic signal with street lighting is a minor change which would not result in a new or more severe significant environmental effect.

- 2) “Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or”

The proposed revision to the modify the approved Subdivision Map to replace a traffic signal with street lighting has been evaluated for potential environmental impacts as part of this Addendum. The 2008 IS/MND and this Addendum have confirmed that modification of the project Condition of Approval 25 and 26 to replace a traffic signal with streetlighting is minor and would not result in a new or more severe significant environmental effect.

- 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 the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
  - A) “The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;”

No new significant environmental effects were identified compared to those identified in the adopted 2008 IS/MND.

- B) “Significant effects previously examined will be substantially more severe than shown in the previous EIR;”

The 2008 IS/MND concluded that the project would not result in any significant impacts with the application of mitigation measures. The proposed revision to replace a traffic signal with street lighting would not create or increase any significant effects, as confirmed by the 2008 IS/MND and the analysis in this Addendum.

- 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; or”

Impacts have been avoided to the extent feasible and mitigation measures were adopted in the 2008 IS/MND.

- 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 proponents decline to adopt the mitigation measure or alternative.”

Impacts have been avoided to the extent feasible and several mitigation measures were required to address impacts that could not be avoided. As stated above in the Environmental Analysis section of this Addendum, replacing a traffic signal for street lighting would not result in a significant impact on the environment.

- b) “If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.”

As previously stated, the proposed replacement of a traffic signal with street lighting would not result in any environmental effects not previously analyzed in the 2008 IS/MND and there have been no changes in the circumstances with the project that would trigger the need for subsequent environmental review. None of the conditions listed above would occur that would require preparation of a subsequent Negative Declaration; therefore, this Addendum is an appropriate level of documentation to update the environmental record.

- c) “Once a project has been approved, the lead agency’s role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or Negative Declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other Responsible Agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent Negative Declaration adopted.”

None of the conditions listed in subsection (a) would occur due to the proposed modification. No subsequent MND is required.

## 7.2 Section 15164 - Addendum to an EIR or Negative Declaration

- a) “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.”

This Addendum, and the information provided herein, satisfies the requirements of this Section of the CEQA Guidelines.

- b) “An addendum to an adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.”

Revision to the project description of the adopted 2008 IS/MND is necessary; however, none of the conditions described in Section 15162 calling for preparation of a subsequent Negative Declaration would occur as a result of the proposed revision. Therefore, an Addendum to the adopted 2008 IS/MND is the appropriate CEQA document for the proposed project revision.

- c) “An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.”

This Addendum will be attached to the 2008 IS/MND and maintained in the administrative record files at the County.

- d) “The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.”

The County will consider this Addendum with the 2008 IS/MND prior to making a decision on the proposed project revision.

- e) “A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.”

This document provides substantial evidence for the County to support the decision to prepare an Addendum for the proposed project revision.

## 8. CONCLUSION

This Addendum has been prepared in accordance with the provisions of the CEQA Guidelines and it documents that none of the conditions or circumstances that would require preparation of a subsequent Negative Declaration, pursuant to Sections 15162 and 15164 of the CEQA Guidelines, exist in connection with the currently proposed project. No major revisions would be required to the 2008 IS/MND as a result of the modifications, especially as the proposed revision would not alter the number of residential parcels, increase the development footprint, or generate additional residents beyond what was analyzed in the 2008 IS/MND. No new or more severe significant environmental impacts have been identified and preparation of a subsequent Negative Declaration is not needed for the project revision. The County has reviewed the adopted 2008 IS/MND and finds that the project as proposed will not have any new or increased significant effects on the environment beyond those identified in the 2008 IS/MND. Therefore, the County has determined that this Addendum and the prior 2008 IS/MND provide the appropriate environmental documentation for the project in compliance with the requirements of CEQA.

Pursuant to the provisions of California Public Resources Code Section 21082.1, the County has reviewed and analyzed the information contained in the Addendum and the 2008 IS/MND prepared pursuant to CEQA and the State CEQA Guidelines. The complete Addendum and 2008 IS/MND including discussions, environmental analysis, and conclusions reflects the independent judgment of the County as to those issues at the time of publication.

The Addendum and 2008 IS/MND will be maintained in the administrative record files at the County offices.

**OFFSITE ROAD IMPROVEMENT AGREEMENT  
FOR GREEN VALLEY ROAD AT DEER VALLEY ROAD, TM 07-1440-R-2  
BETWEEN THE COUNTY AND THE DEVELOPER**

***AGMT #22-55006***

**THIS ROAD IMPROVEMENT AGREEMENT**, hereinafter called "Agreement" made and entered into by and between the **COUNTY OF EL DORADO**, a political subdivision of the State of California (hereinafter referred to as "County") and **SUMMERBROOK, EL DORADO, INC.**, a California corporation, duly qualified to conduct business in the State of California, whose principal place of business is 707 Aldridge Road, Suite B, Vacaville, California 95688 (hereinafter referred to as "Developer"). This agreement concerns the offsite road and intersection improvements for **Green Valley Road at Deer Valley Road, TM 07-1440-R-2** (hereinafter referred to as "Project") in accordance with the road improvement plans entitled Traffic Signal Plans at Green Valley Road at Deer Valley Road (Summer Brook, TM 07-1440R) and cost estimates prepared by Kimley-Horn, Robert Paderna, Registered Civil Engineer, and approved by Adam Bane, P.E., Senior Civil Engineer, (hereinafter referred to as "County Engineer"), El Dorado County Department of Transportation (hereinafter referred to as "Department").

**RECITALS**

**WHEREAS**, Developer has prepared Traffic Signal Plans at Green Valley Road at Deer Valley Road (Summer Brook, TM 07-1440R) road improvement plans ("the Plans"), and an itemized account of the estimated cost of said improvements is set forth in Exhibit A, marked "Green Valley Road at Deer Valley Road Intersection Improvements Opinion of Probable Costs October 2021" ("the Cost Estimate"), which is attached hereto and incorporated by reference herein;

**WHEREAS**, The County Engineer has approved the Plans and the Cost Estimate;

**WHEREAS**, the Developer shall provide County satisfactory security in the form of cash payments or Performance Bond and Laborers and Materialmens Bonds for the Project work prior to advertisement for bids;

**WHEREAS**, it is the intent of the parties hereto that the performance of Developer's obligations shall be in conformance with the terms and conditions of this Agreement and shall be in conformity with all applicable state and local laws, rules, and regulations;

**NOW, THEREFORE**, the parties hereto in consideration of the recitals, terms, and conditions herein, do hereby agree as follows:

**SECTION 1. THE WORK**

Developer will, at its own cost and expense, in a workmanlike manner, faithfully and fully design and construct or cause to be constructed all of the offsite road and intersection signalization-related improvements for the Project requirements at the intersection of Green Valley Road and Deer Valley Road, inclusive of but not limited to signalization improvements required by the

Conditions of Approval, that are more particularly described in the Plans. Developer shall perform the requirements of this Agreement in accordance with the Plans, the Cost Estimate, and any change orders issued by the County Engineer. The Developer shall improve and signalize the intersection of Green Valley Road and Deer Valley Road by adding a traffic signal, signs, pedestrian ramps and striping. All construction work shall be in accordance with all applicable state and local rules, including, but not limited to, the Public Contract Code and state licensing laws, regulations, and County policies. The improvements described herein are considered public works for purposes of the state prevailing wage laws (California Labor Code § 1720 et seq.). Developer's obligations herein are for the completion of the improvements and shall not be relieved by contracting for the improvements.

County will require Developer to make such alterations, deviations, additions to, or deletions from the improvements shown and described on the Plans, specifications, and the Cost Estimate as may be reasonably deemed by County Engineer to be necessary or advisable for the proper completion or construction of the whole work contemplated. Developer shall be responsible for all design and engineering services of the Project, at the location and as generally depicted in the Plans, specifications, and contract documents ultimately approved by County. The design shall be prepared in accordance with all applicable laws, statutes, orders, map conditions, and with County standards for the Project. Developer shall provide proof of adequate professional liability insurance of the engineer overseeing construction of the Project and in favor of County. Developer shall further provide for the complete assignment of ownership of all plans and specifications to the benefit of County.

## **SECTION 2.           TRAFFIC CONTROL**

A Traffic Control Plan that meets County Standards shall be prepared by a Registered Civil Engineer and submitted to Transportation for review and approval **before the start of work on the Project.**

The Traffic Control Plan shall address access to adjacent properties and the safe and convenient passage of public traffic through the work area (if applicable). Road closure will not be permitted without El Dorado County Board of Supervisors approval. The Traffic Control Plan shall include proposed flagging, signage, protective barriers and limits on excavation within four (4) feet of travel ways open to traffic. The Plan shall also include any proposed staging of the improvements.

## **SECTION 3.           TIME**

Developer shall cause the commencement of items of work after County approved the Plans for the Project on December 9, 2021, and shall complete the Project no later than two (2) years from the date of approval of the plans, subject to extensions for delays not within the control of the Developer. Construction activities shall be between 7:00 a.m. and 7:00 p.m. Mondays through Fridays; and 8:00 a.m. and 5:00 p.m. on weekends and federally recognized holidays. Night work may be allowed within the County Right of Way with prior written approval.

## **SECTION 4.           WARRANTY**

Developer warrants against defect the materials and workmanship utilized on this Project for a period of one (1) year from the date of County's acceptance of the Project and shall make such replacements and repairs during such one (1) year period, at its sole cost and expense, as County



determines in its sole discretion are necessary. County will retain a portion of the security posted in the amount of ten percent (10%) of the total value of work performed, in the form of a Performance Bond for one (1) year following acceptance of the work by County to secure the repair of any hidden defects in workmanship or materials which may appear.

**SECTION 5. PERFORMANCE AND LABORERS AND MATERIALMENS BONDS**

Developer shall deliver to Transportation Division a Performance Bond issued by a surety company acceptable to County, naming County as obligee, in the sum of **Nine Hundred Twenty-One Thousand Five Hundred Seventy-Nine Dollars and Zero Cents (\$921,579.00)** conditioned upon the faithful performance of Developer's obligation for the full construction of the road improvements for the Project as required under this Agreement on or before the completion date specified above, and in the form approved by County.

Developer shall deliver to Transportation Division a Laborers and Materialmens Bond issued by a surety company acceptable to County, naming County as obligee, in the sum of **Nine Hundred Twenty-One Thousand Five Hundred Seventy-Nine Dollars and Zero Cents (\$921,579.00)** conditioned upon the faithful performance of Developer's obligation for the full construction of the road improvements for the Project as required under this Agreement on or before the completion date specified above, and in the form approved by County.

The Bonds required by this Section described above are a condition precedent to County entering into this Agreement.

In addition, Developer shall ensure that its Contractor provide to Developer Payment and Performance Bonds that name County as an additional obligee and that include a one (1) year warranty provision in the Performance Bond against defects in materials and workmanship. Developer shall ensure that those bonds are executed using County's approved forms. After Developer enters into a contract with its Contractor, Developer shall submit for County's review and approval the executed bonds together with certificates of insurance from the contractor naming County as an additional named insured.

**SECTION 6. PREVAILING WAGE**

Developer shall require its Contractor to (1) pay wages according to a scale of prevailing wage rates determined by California law, which scale is on file at County's Transportation Division's principal office and (2) comply with all applicable wage requirements, as set forth in Labor Code Sections 1770 et seq., 1773.2, 1775, 1776, 1810 and 1813. In accordance with the provisions of Labor Code Section 1810, eight (8) hours of labor shall constitute a legal day's work upon all work done hereunder, and Developer's Contractor and any Subcontractor(s) employed under this Agreement shall also conform to and be bound by the provisions of Labor Code Sections 1810 through 1815.

**SECTION 7. CERTIFIED PAYROLL**

As required under the provisions of Labor Code Section 1776, Developer shall require its Contractor and any Subcontractor(s), if any are authorized herein, to keep accurate payroll records. A certified copy of all payroll records shall be available for inspection at all reasonable hours at the

principal office of Developer's Contractor or any Subcontractor(s). All Contractors and Subcontractor(s) must furnish electronic certified payroll records directly to the Department of Industrial Relations.

**SECTION 8. RECORDS EXAMINATION AND AUDIT REQUIREMENTS**

Developer shall require that its Contractor and its Subcontractor(s), if any are authorized hereunder, maintain all books, documents, papers, accounting records, and other evidence pertaining to the performance of the Agreement, including but not limited to, the costs of administering the various aspects of the Agreement. In accordance with Government Code Section 8546.7, all of the above-referenced parties shall make such materials available at their respective offices at all reasonable times during the contract period and for four (4) years from the date that final payment and all other pending matters are closed. Representatives of County, the State Auditor, and any duly authorized representative of other government agencies shall have access to any books, documents, papers and records that are pertinent to the Agreement for audit, examination, excerpts, and transactions and copies thereof shall be furnished upon request.

**SECTION 9. INDEMNIFICATION**

To the fullest extent allowed by law, Developer shall defend, indemnify, and hold County harmless against and from any and all claims, suits, losses, damages, and liability for damages of every name, kind, and description, including attorneys' fees and costs incurred, brought for, or on account of, injuries to or death of any person including but not limited to workers, County employees, and the public, or damage to property, or any economic or consequential losses, which are claimed to or in any way arise out of or are connected with Developer's funding, or work on the Project, and the design, including the plats and legal descriptions for the acquisition of right-of-way, of the improvements whether by Developer or Developer's consultant or contractor, or performance of this Agreement, regardless of the existence or degree of fault or negligence on the part of County, Developer, any Contractor(s), Subcontractor(s), and employee(s) of any of these, except for the sole or active negligence of County, its officers and employees, or as expressly provided by statute. This duty of Developer to indemnify and hold County harmless includes the duties to defend set forth in California Civil Code Section 2778.

This duty to indemnify is separate and apart from the insurance requirements herein and shall not be limited thereto.

**SECTION 10. ATTORNEY FEES**

In the event that there is any controversy, complaint, cause of action, or claim arising out of or relating to this Agreement, or to the interpretation, breach or enforcement thereof, and any action or proceeding is commenced to enforce the provisions of this Agreement or in enforcing or defending the security obligations provided herein, the prevailing party shall be entitled to reasonable attorney's fees, including reasonable County Counsel fees, and costs if so incurred, costs and expenses.

**SECTION 11.                    INSURANCE**

**GENERAL INSURANCE REQUIREMENTS:**

Developer shall provide proof of a policy of insurance satisfactory to the El Dorado County Risk Management Division and documentation evidencing that Developer maintains insurance that meets the following requirements. In lieu of this requirement, Developer may have its Contractor provide proof of a policy of insurance satisfactory to the County's Risk Management Division and documentation evidencing that Contractor maintains said insurance so long as Contractor's insurance meets these same requirements and standards, and subject to Contractor assuming the same obligations as Developer as follows:

1. Full Workers' Compensation and Employers' Liability Insurance covering all employees performing work under this Agreement as required by law in the State of California.
2. Commercial General Liability (CGL) Insurance of not less than One Million Dollars (\$1,000,000) combined single limit per occurrence for bodily injury and property damage, including but not limited to endorsements for the following coverages: premises, personal injury, operations, products and completed operations, blanket contractual, and independent contractors liability and a Two Million Dollar (\$2,000,000) aggregate limit. This insurance can consist of a minimum of One Million Dollars (\$1,000,000) primary layer of CGL and the balance as an excess/umbrella layer, but only if County is provided with written confirmation that the excess/umbrella layer "follows the form" of the CGL policy.
3. Automobile Liability Insurance of not less than One Million Dollars (\$1,000,000) is required in the event motor vehicles are used by Developer or its contractors or agents in performance of the Agreement.
4. In the event Developer or its contractors or agent(s) are licensed professionals and are performing professional services under this contract, Professional Liability Insurance is required, with a limit of liability of not less than One Million Dollars (\$1,000,000).
5. Explosion, Collapse, and Underground (XCU) coverage is required when the scope of work includes XCU exposure.

**PROOF OF INSURANCE REQUIREMENTS:**

1. Developer shall furnish proof of coverage satisfactory to County's Risk Management Division as evidence that the insurance required herein is being maintained. The insurance will be issued by an insurance company acceptable to the Risk Management Division, or be provided through partial or total self-insurance likewise acceptable to the Risk Management Division.
2. The County of El Dorado, its officers, officials, employees, and volunteers shall be included as additional insured, but only insofar as the operations under this Agreement inclusive of the obligation to design and construct the Project are concerned. This provision shall apply to all general and excess liability insurance policies. Proof that County is named additional insured shall be made by providing the Risk Management Division with a certified copy, or other acceptable evidence, of an endorsement to the insurance policies naming County an additional insured.

3. In the event Developer cannot provide an occurrence policy, Developer shall provide insurance covering claims made as a result of performance of this Agreement for not less than three (3) years following completion of performance of this Agreement.

4. Any deductibles or self-insured retentions must be declared to and approved by County. At the option of County, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the County, its officers, officials, employees, and volunteers; or Developer shall procure a bond guaranteeing payment of losses and related investigations, claim administration, and defense expenses.

**INSURANCE NOTIFICATION REQUIREMENTS:**

1. The insurance required herein shall provide that no cancellation or material change in any policy shall become effective except upon thirty (30) days prior written notice to County at the office of the Transportation Division, 2850 Fairlane Court, Placerville, CA 95667.

2. Developer agrees that the insurance required herein shall be in effect at all times during the term of this Agreement. In the event said insurance coverage expires at any time or times during the term of this Agreement, Developer shall immediately provide a new certificate of insurance as evidence of the required insurance coverage. In the event Developer fails to keep in effect at all times insurance coverage as herein provided, County may, in addition to any other remedies it may have, terminate this Agreement upon the occurrence of such event. New certificates of insurance are subject to the approval of the Risk Management Division, and Developer agrees that no work or services shall be performed prior to the giving of such approval.

**ADDITIONAL STANDARDS:**

Certificates shall meet such additional standards as may be determined by the Transportation Division, either independently or in consultation with the Risk Management Division, as essential for protection of County.

**COMMENCEMENT OF PERFORMANCE:**

Developer shall not commence performance of this Agreement unless and until compliance with each and every requirement of the insurance provisions is achieved.

**MATERIAL BREACH:**

Failure of Developer to maintain the insurance required herein, or to comply with any of the requirements of the insurance provisions, shall constitute a material breach of the entire Agreement.

**REPORTING PROVISIONS:**

Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to County, its officers, officials, employees, or volunteers.

**PRIMARY COVERAGE:**

Developer's insurance coverage shall be primary insurance as respects the County, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the County, its officers, officials, employees, or volunteers shall be excess of Developer's insurance and shall not contribute with it.

**PREMIUM PAYMENTS:**

The insurance companies shall have no recourse against the County of El Dorado, its officers, agents, employees, or any of them for payment of any premiums or assessments under any policy issued by any insurance company.

**DEVELOPER'S OBLIGATIONS:**

Developer's indemnity and other obligations shall not be limited by the insurance required herein and shall survive the expiration of this Agreement.

**SECTION 12. RESPONSIBILITY OF ENGINEER**

Developer shall employ and make available to County an individual or firm acceptable by the County Engineer to provide responses to contractor and construction inspector requests for information, and to provide requisite design revisions as requested by County Engineer before, during, and close out of construction, and through the one-year warranty period of the Project. County Engineer shall be notified by Developer one (1) month in advance of terminating the services of the individual or firm accepted by County Engineer and shall employ a comparable replacement individual or firm acceptable by County Engineer simultaneously to the termination notice date. The individual or firm so employed shall act as Developer's representative to ensure full compliance with the terms and conditions set forth in the plans, specifications, all permits, and any other agreements, notices, or directives related to the Project. County Engineer shall have full access to the individual or firm to ensure that the Project is being constructed in accordance with the approved plans and County specifications. The cost associated with County's utilization of the individual or firm shall be a Project cost for which Developer is responsible.

**SECTION 13. INSPECTION**

An authorized representative of County will perform construction inspection and material testing in accordance with the State of California, Department of Transportation, Standard Specifications. All testing shall be accomplished to the reasonable satisfaction of County.

**SECTION 14. RECORD DRAWINGS**

Developer shall have an engineer prepare Record Drawings describing the finished work. The Record Drawings shall be submitted to Transportation Division at the completion of the work.

**SECTION 15. FEES**

Developer shall pay all fees in accordance with Transportation Division's fee schedules, including but not limited to application, plan checking, construction oversight, inspection, administration, and acceptance of the work by County.

**SECTION 16. DEFAULT, TIME TO CURE, AND REMEDY**

Developer's failure to perform any obligation at the time specified in this Agreement will constitute a default and County will give written notice of said default ("Notice") in accordance with the notice provisions of this Agreement. Notice shall specify the alleged default and the applicable Agreement provision Developer shall cure the default within ten (10) days ("Time to Cure") from the date of the Notice. In the event that the Developer fails to cure the default within the Time to Cure, Developer shall be deemed to be in breach of this Agreement.

**SECTION 17. PUBLIC AND PRIVATE UTILITIES**

Developer shall investigate and determine if existing public and private utilities conflict with the construction of the Project. Developer shall make all necessary arrangements with the owners of such utilities for their protection, relocation, or removal. Developer shall pay all costs of protection, relocation, or removal of utilities. In the event that the utility companies do not recognize this Project as a County project for which the utility companies bear one hundred percent (100%) of the cost of relocation, then, as between County and Developer, Developer shall pay all costs of protection, relocation, or removal of utilities. Notwithstanding the aforementioned, nothing in this provision shall be construed to prevent Developer from making a claim to the owner of said utilities for reimbursement for relocation costs.

**SECTION 18. RIGHT-OF-WAY CLEARANCE**

Right of way requirements for this Project have been obtained by Developers and such acquisitions approved by County. No additional right of way requirements are necessary for the Project improvements as designed and for which Improvement Plans have been approved.

**SECTION 19. CONTRACT ADMINISTRATOR**

The County Officer or employee with responsibility for administering this Agreement is Natalie K. Porter, P.E., T.E., Supervising Civil Engineer, Transportation Planning and Land Development, Department of Transportation, or successor.

**SECTION 20. ACCEPTANCE**

Upon completion of the Project and upon receipt by County's Board of Supervisors of a certification from the Transportation Division that all work has been completed and that the conditions of this Agreement have been fulfilled, the Board of Supervisors will accept the Project road improvements.

**SECTION 21. REIMBURSEMENT TO COUNTY**

Developer shall reimburse County for costs and expenses incurred by County for construction oversight, inspection, right-of-way, administration, and acceptance of the work performed pursuant to this Agreement. County shall submit to Developer invoices for all reimbursable costs.

**SECTION 22. NO DEVELOPER REIMBURSEMENT**

The Parties agree and acknowledge that the Project costs associated with the improvements contemplated herein are not eligible for reimbursement by the County and all costs shall be borne by Developer.

**SECTION 23. THE PROJECT/ DEVELOPER STATUS**

Developer is constructing and completing the Project improvements as described herein and is acting as independent agent and not as an agent of County.

**SECTION 24. NOTICE TO PARTIES**

All notices to be given by the parties hereto shall be in writing and served by depositing same in the United States Post Office, postage prepaid and return receipt requested.

Notices to County shall be in duplicate and addressed as follows:

County of El Dorado  
Department of Transportation  
2850 Fairlane Court  
Placerville, CA 95667

Attn.: Natalie K. Porter, P.E., T.E.  
Supervising Civil Engineer  
Transportation Planning and  
Land Development

County of El Dorado  
Department of Transportation  
2850 Fairlane Court  
Placerville, CA 95667

Attn.: Adam Bane, P.E.  
Senior Civil Engineer

or to such other location as County directs.

Notices to Developer shall be in duplicate and addressed as follows:

Blue Mountain Communities  
707 Aldridge Road, Suite B  
Vacaville, California 95688

Attn.: Mike Harlan

or to such other location as Developer directs.


**SECTION 26. AUTHORIZED SIGNATURES**

The parties to this Agreement represent that the undersigned individuals executing this Agreement on their respective behalf are fully authorized to do so by law or other appropriate instrument and to bind upon said parties to the obligations set forth herein.

**Requesting Contract Administrator and Division Concurrence:**

By:  Dated: 3/7/22  
Natalie K. Porter, P.E., T.E.  
Supervising Civil Engineer  
Transportation Planning and Land Development  
Department of Transportation

**Requesting Department Concurrence:**

By:  Dated: 3/9/22  
Rafael Martinez  
Director  
Department of Transportation



TM-07-1440-R-2/ Summer Brook Estates  
Exhibit I - Executed Offsite Road Improvement Agreement

IN WITNESS WHEREOF, the parties have executed this Agreement on the dates indicated below, the latest of which shall be deemed to be the effective date of this Agreement.

--COUNTY OF EL DORADO--

By: Rori Parkin

Dated: 10-11-22

Board of Supervisors  
"County"

Attest:

Kim Dawson  
Clerk of the Board of Supervisors

By: Kyle Huffman  
Deputy Clerk

Dated: 10-11-22

--SUMMERBROOK, EL DORADO, INC.--  
--a California Corporation--

By: Sandra Grouf  
Sandra Grouf  
Secretary/Treasurer  
Summerbrook, El Dorado, Inc.

Dated: 2-1-2022

*Notary Acknowledgment Attached*

**DEVELOPER**

**ACKNOWLEDGMENT**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Solano

On February 1, 2022 before me, Selina Y. Marcus, Notary Public  
(here insert name and title of the officer)

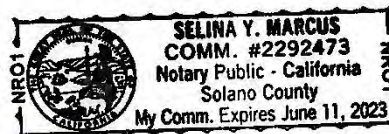
personally appeared Sandra Grouf

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Selina Y. Marcus



(Seal)

TM-07-1440-R-2/ Summer Brook Estates  
 Exhibit I - Executed Offsite Road Improvement Agreement

**Exhibit A**



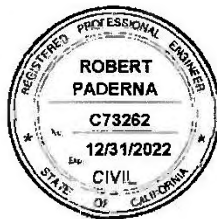
**El Dorado County**  
**Green Valley Road at Deer Valley Road Intersection Improvements**  
 Opinion of Probable Construction Costs  
 October 2021

Item	Description	Estimated Quantity	Unit	Unit Price	Total
<b>Roadway</b>					
1	TRAFFIC CONTROL SYSTEM	1	LS	\$35,000.00	\$35,000
2	CLEARING AND GRUBBING	1	LS	\$5,000.00	\$5,000
3	IMPORT BORROW	180	CY	\$150.00	\$27,000
4	HOT MIX ASPHALT (TYPE A)	14	TON	\$300.00	\$4,272
5	ADA CURB RAMPS	4	EA	\$5,500.00	\$22,000
6	DETECTABLE WARNING SURFACE	80	SF	\$35.00	\$2,100
7	CURB AND GUTTER (Type 2)	189	LF	\$75.00	\$14,188
8	SAFETY RAILING	131	LF	\$250.00	\$32,721
9	MINOR CONCRETE (RETAINING WALL)	967	SF	\$150.00	\$145,029
10	MINOR CONCRETE (SIDEWALK)	777	SF	\$20.00	\$15,531
<b>Signing and Striping</b>					
11	REMOVE THERMOPLASTIC PAVEMENT MARKING	43	SF	\$4.00	\$172
12	REMOVE THERMOPLASTIC STRIPING	135	LF	\$1.50	\$202
13	6" THERMOPLASTIC STRIPING - YELLOW	86	LF	\$2.00	\$131
14	6" THERMOPLASTIC STRIPING - WHITE	131	LF	\$2.00	\$261
15	12" THERMOPLASTIC STRIPING - WHITE	478	LF	\$6.00	\$2,868
16	PAVEMENT MARKERS (RETROREFLECTIVE)	6	EA	\$10.00	\$60
<b>Traffic Signal</b>					
17	TRAFFIC SIGNAL INSTALLATION	1	LS	\$379,150.00	\$379,150
<b>Estimated Direct Construction Cost</b>					<b>\$685,683</b>

Mobilization (5%) **\$34,300**  
**Total Estimated Direct Construction Cost \$719,983**

<b>SOFT COSTS</b>					
A	BOND ENFORCEMENT COSTS	2%			\$14,400
B	CONSTRUCTION STAKING	1%			\$7,200
C	CONTINGENCY	15%			\$107,998
D	CONSTRUCTION MANAGEMENT AND INSPECTION	10%			\$71,998
<b>Total Soft Cost</b>					<b>\$201,596</b>
<b>Total Estimated Construction Cost</b>					<b>\$921,579</b>

*Robert Paderna*



*AGMT 22-55006*  
*EDC-DOT: No Exceptions Taken*