SUBSEQUENT MITIGATED NEGATIVE DECLARATION

FILE: A14-0001, SP86-0002-R, Z14-0001, PD94-0004-R-2

PROJECT NAME: El Dorado Hills Apartments

NAME OF APPLICANT: Alexandros Economou, Spanos Corporation

ASSESSOR'S PARCEL NOS.: 121-290-60, -61, -62 **SECTION:** 11 **T:** 9N **R:** 8E

LOCATION: The property is located on the northwest corner of Town Center Blvd and Vine Street within the Town Center East Commercial Center in El Dorado Hills.

☒ **GENERAL PLAN AMENDMENT:** General Plan Amendment adding a new policy under Objective 2.2.6 (Site Specific Policy Section) increasing the maximum residential density allowed in the General Plan from 24 dwelling units/acre to a maximum of 55 dwelling units/acre for the 4.565 acre site within the Town Center East Planned Development area identified as APNs 121-290-60, -61, -62;

☒ **REZONING: FROM:** General Commercial-Planned Development (CG-PD) **TO:** Multifamily Residential-Planned Development (RM-PD) and revisions to the RM-zone district development standards applicable to the proposed 250-unit apartment complex; and

☐ **TENTATIVE PARCEL MAP** ☐ **SUBDIVISION TO SPLIT ACRES INTO LOTS SUBDIVISION (NAME):**

☐ **SPECIAL USE PERMIT TO ALLOW:**

☒ **OTHER:**

1. El Dorado Hills Specific Plan Amendment incorporating multifamily residential use, density, and related standards for the project site. Subject site would be designated as "Urban Infill Residential" within the Village T area of the El Dorado Hills Specific Plan;

2. Revision to the approved Town Center East Development Plan incorporating multifamily residential use, density, and related design and development standards for the proposed 250-unit apartment complex within Planning Area 2 of the Town Center East Development Plan. The proposed apartment complex would be contained in a 60-foot-tall (up to a maximum of five stories) apartment building and a five-tier, 60-foot tall parking structure and other amenities.

REASONS THE PROJECT WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT:

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

☒ **MITIGATIONS HAVE BEEN IDENTIFIED WHICH WOULD REDUCE POTENTIALLY SIGNIFICANT IMPACTS.**

☐ **OTHER:**

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

This Subsequent Mitigated Negative Declaration was adopted by the Board of Supervisors on July 29, 2014.

_____

Executive Secretary

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

SUBSEQUENT INITIAL STUDY
ENVIRONMENTAL CHECKLIST

Project File Nos./Title: A14-0001, SP86-0002-R, Z14-0001, PD94-0004-R-2/El Dorado Hills Apartments

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

Contact Person: Mel Pabalinas, Senior Planner | **Phone Number:** (530) 621-5355

Applicant's Name and Address: Alexandros Economou, Spanos Corporation, 10100 Trinity Parkway, 5th Floor, Stockton, CA 95219

Project Agent's Name and Address: Chris Schulze, TSD Engineering, 31 Natoma Street Suite 160, Folsom, CA 95630

Project Architect Name and Address: Kephart, 2555 Walnut Street, Denver, CO 80205

Project Location: The property is located on the northwest corner of Town Center Boulevard and Vine Street within the Town Center East Commercial Center in El Dorado Hills.

Assessor's Parcel Number: 121-290-60, -61, -62 **Acres:** 4.565 acres

Zoning: General Commercial-Planned Development (CG-PD)

Sections: 11 **T:** 9N **R:** 8E MDM

General Plan Designation: Adopted Plan (AP-El Dorado Hills Specific Plan)

Description of Project:

1. General Plan Amendment to add a new policy under Objective 2.2.6 (Site-Specific Policy Section) that would increase the maximum residential density allowed in the General Plan from 24 dwelling units/acre (du/ac) to a maximum of 55 du/ac for the 4.565 acre site within the Town Center East Planned Development area identified as APNs 121-290-60, -61, -62;

2 .El Dorado Hills Specific Plan Amendment incorporating multifamily residential use, density, and related standards for the project site. Subject site would be designated as "Urban Infill Residential" within the Village T area of the El Dorado Hills Specific Plan;

3. Rezone of project site from General Commercial-Planned Development (CG-PD) to Multifamily Residential-Planned Development (RM-PD) and revisions to the RM-zone development standards applicable to the proposed 250-unit apartment complex; and

4. Revisions to the approved Town Center East Development Plan incorporating multifamily residential use, density, and related design and development standards for the proposed 250-unit apartment complex within Planning Area 2 of the Town Center East Development Plan. The proposed apartment complex would be contained in 60-foot-tall, up to a maximum of five stories, apartment building and a five-tier, 60-foot-tall parking structure and other amenities.

Surrounding Land Uses and Setting:

	Zoning	General Plan	Land Use/Improvements
Site	General Commercial- Planned Development (CG-PD)	Adopted Plan-El Dorado Hills Specific Plan (Commercial)	Vacant
North	General Commercial- Planned Development (CG-PD)	Adopted Plan-El Dorado Hills Specific Plan (Commercial)	Automobile retailer
South	General Commercial- Planned Development (CG-PD)	Adopted Plan-El Dorado Hills Specific Plan (Commercial)	Restaurants and retail shops
East	General Commercial- Planned Development (CG-PD)	Adopted Plan-El Dorado Hills Specific Plan (Commercial)	Movie Theater
West	General Commercial- Planned Development (CG-PD)	Adopted Plan-El Dorado Hills Specific Plan (Commercial)	Town Center Lake

Briefly describe the environmental setting: The project site is located within the existing El Dorado Hills Town Center commercial development. The site is bordered by private roads on the north (Mercedes Lane), east (Vine Street), south (Town Center Boulevard), and by the Town Center Lake to the west. The site, which is covered by soil, gravel, and sparse vegetation and has been mass-graded, and is surrounded by existing commercial development on three sides and a drainage corridor (Town Center Lake). It is approximately 560 feet south of US Highway 50. The existing topography drains from east to west.

The site is located in an area of El Dorado Hills where public services currently exist, including schools (Buckeye Union and Latrobe school districts (K-8) and El Dorado Union High School District), fire (El Dorado Hills Fire Department), police (County Sheriff), parks and recreation (El Dorado Hills Community Services District), public water and sewer (El Dorado Irrigation District). Roads, drainage, and other amenities within the Town Center East (TCE) are privately maintained by the Town Center East Association.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):
1. El Dorado County Transportation Division
2. El Dorado County Environmental Health Division
3. El Dorado County Air Quality Management District
5. El Dorado County Building Services
6. El Dorado Hills Fire Department
7. El Dorado Irrigation District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. All potentially significant impacts would be reduced to less than significant through mitigation measures identified in this Initial Study.

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

DETERMINATION

On the basis of this initial evaluation:

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

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

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT (EIR)** 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: 5/21/14

Printed Name: Mel Pabalinas, Project Planner For: El Dorado County

Signature: Roger Trout Date: 5/21/14
ROGER TROUT DSD DIRECTOR

Printed Name: Lilian Macleod, Acting Principal Planner For: El Dorado County

PROJECT DESCRIPTION

Project Location

The project site is located on the northwest corner of Town Center Boulevard and Vine Street within the Town Center East Commercial Center in El Dorado Hills, El Dorado County, California. It is approximately 560 feet south of U.S. Highway 50 and approximately 1,200 feet east of Latrobe Road (Exhibit 1, Vicinity Map). The project site is vacant, sparsely vegetated, and has been mass-graded as part of development in Town Center East (Exhibit 2, Photographs).

Background

The project site is within the Village T area of a larger master planned community identified as El Dorado Hills Specific Plan (EDHSP). The EDHSP was approved in July 1988 by the El Dorado County Board of Supervisors (BOS), which also certified an environmental impact report (EIR) for the EDHSP. Village T comprises the El Dorado Hills Town Center East (TCE) Commercial Development Plan area, a 925,000-square-foot commercial center. In August 1995, the BOS approved development of the TCE project. In conjunction with approval of the TCE project, the BOS adopted a Negative Declaration.

Since approval of the TCE project, development of the Village T area has occurred in phases. All roads (both public and private), site accesses, and amenities (such as Town Center Lake, trails) within the TCE have been constructed, and the majority of the planned buildings have been built.

The project site is one of the remaining vacant properties in the TCE area. The TCE is managed by the Mansour Company. In December 2013, the BOS held a public meeting to consider the Pre-Application for the proposed project (PA13-0014/El Dorado Hills Apartments-Town Center). Following submittal of a design package by the developer in January 2014, County staff requested comments from government agencies and the El Dorado Hills Area Planning Advisory Committee (APAC). In April 2014, a revised design package was submitted to County staff, which responded to relevant comments received from agencies and APAC. Comments received from agencies and APAC were also considered in the preparation of this Initial Study.

Project Overview

The proposed project is a 250-unit apartment complex with an on-site parking structure within the complex. The main orientation of the complex would be toward Town Center Boulevard and would front on Town Center Lake (west) and Vine Street (east), and would be open towards Mercedes Lane (north). The project would include landscaping and a pool. Exhibit 3 is an illustrative site plan of the project.

The units would range from 576 square feet to 1,302 square feet in size with a varying mix of 62 percent studio/1-bedroom and 38 percent 2-bedroom. The site would be served by on-site amenities that include a bocce ball court, swimming pool, barbecue area, and fitness clubhouse. The exterior amenities and other commonly owned area comprise approximately 40 percent of the site.

Project Characteristics

1. **Site Design**

   The proposed 250-unit apartment complex would be housed within a 60-foot-tall building up to a maximum of five stories. A 5-tier, 60-foot-tall parking structure would be constructed on-site to serve the complex. The parking structure, which would accommodate a total of 436 stalls, would be located in the middle of the complex. The preliminary site plan detail is shown in Exhibit 4. Building elevations are shown in Exhibits 5a through 5c.

   Building materials, design, and architectural features would blend with the existing design features in the TCE (Exhibit 5). Details of the design and development standards for the project are provided in the draft *El Dorado Hills Town Center East Urban Infill Residential Area Residential Design Guidelines and Development Standards* ([RDGDS] May 2014), included as Attachment A to this Initial Study, and are summarized subsection I, Aesthetics.

The project would include ornamental landscaping, which matches the type of plants in the TCE, within the interior common area and along the perimeter (Exhibit 6). The draft RDGDS provides for common open space (a minimum of 30 percent of the total site to be set aside for open space that is commonly owned (Exhibit 7).

Standard light fixtures, designed in conformance to TCE and County standards, would also be installed. Perimeter fencing, varying in height from 42 to 60 inches, depending on frontage location, would also be installed within the complex.

2. **Access/Circulation**

The project site would be accessed primarily off Town Center Boulevard with a secondary access off Vine Street (Exhibits 3 and 4). A 25-foot-wide emergency vehicular access that connects from Town Center Boulevard to Mercedes Lane is also proposed along Town Center Lake. Pedestrian paths are provided on-site that leads into the designated building accesses as well as connectivity to the existing sidewalks along the frontage roads that joins the existing pedestrian paths within the TCE. These roads connect to major County roads including White Rock Road to the south and Latrobe Road to the west.

3. **Improvements and Infrastructure**

Site construction would include re-grading to establish necessary pads and foundations, construction of retaining walls and site encroachment (i.e., site access and egress), and installation of underground utility lines (i.e., water, sewer, drainage, and fire sprinkler) (Exhibits 8 and 9). Utility lines, which would vary in size and location, would be connected to existing service lines along Town Center Boulevard, Mercedes Lane, and Vine Street. Prior to commencement of any construction, the project proponent will be required to obtain various construction approvals including Grading Permit, Improvement Plan, Facility Plan Report and Building Permit.

Project Schedule

Construction of the project is anticipated to begin in 2015 and would be completed by 2016.

Project Approvals

Four entitlements would be necessary to facilitate construction and occupancy of the proposed 250-unit apartment complex. The project applicant has requested amendments to the County General Plan and EDHSP. The project would also require rezoning and revisions to the TCE Development Plan. These amendments and modifications are described below. This Initial Study considers the effects of these proposed changes within the context of the analysis of environmental effects.

1. General Plan Amendment to add a new policy under Objective 2.2.6 (Site-Specific Policy Section) that would increase the maximum residential density allowed in the General Plan from 24 dwelling units/acre (du/ac) to a maximum of 55 du/ac for the 4.565 acre site within the Town Center East Planned Development area identified as APNs 121-290-60, -61, -62. The project applicant proposes the following new policy 2.2.6.6 to be added to the General Plan:

"Policy 2.2.2.6. Within Village T as shown in the El Dorado Hills Specific Plan, the development and implementation of extensive commercial, residential and office development provides a unique opportunity to serve the needs of residential uses sited within a short enough distance to allow biking, walking and other alternative modes of transportation to avail themselves of goods and services. This specific Policy designates the approximately ±4.565 acre site comprised of Parcels 1, 2 and 3 as shown on parcel map for Town Center East, Parcel 3.4 filed September 29, 2008 in Book 50 of Parcel Maps at page 44, Official Records of El Dorado County, California (APN Nos. 121-290-60, 61 and 62) as 'Urban Infill Residential Area'. This area, because of its proximity to extensive commercial, retail, office and similar development in the balance of the El Dorado Hills Town Center, is deemed to be appropriate for dense infill development. The density of development allowed in this area may exceed the density of development set forth in other sections of this General Plan or zoning regulations up to a density of 55 units per acre upon the approval of a Development Plan PD94-0004-R-2 and findings that the requested level of development is appropriate. Notwithstanding any other provisions of this General Plan or the El Dorado Hills Specific

Plan or the Zoning Ordinance, the development restrictions and standards to apply in the Urban Infill Residential Area, including height limits, shall be consistent with those in the approved Development Plan."

2. El Dorado Hills Specific Plan Amendment incorporating multifamily residential use, density, and related standards for the project site. Subject site would be designated as "Urban Infill Residential" within the Village T area of the El Dorado Hills Specific Plan. The project applicant proposes the following additional language be added to the EDHSP:

Section 1.3 on page 7 shall be modified by the addition of the following goal:

"j. Designate the approximately 4.565-acre site identified in Site Specific Policy No. 2.2.6.6 in the General Plan as an Urban Infill Residential Area, suitable for multifamily residential development. This site is located within a coordinated, mixed use development project approved under Development Plan PD94-0004-R-2 to complement extensive commercial, retail, office and other opportunities within walking, biking or other alternate transportation distances."

Section 1.4.2 setting forth Residential Policies shall be modified by the addition of the following:

"c. Multifamily residential buildings located within the designated Urban Infill Residential Area shall be designed to provide high density residential development in close proximity to planned or established commercial, retail, office and similar development and shall be subject to the development standards set forth in the approved Development Plan PD94-0004-R-2 approving and designating said areas including maximum height."

Section 1.5.2 on page 21 setting forth the Summary of Plan Proposals shall be modified by the addition of the following paragraph at the end of said section:

"Dense residential development shall be encouraged in the designated Urban Infill Residential Area, which is located within a mixed use development project. The intent of establishing this area is to allow dense residential development in close proximity to extensive commercial, retail and office opportunities that can service the needs of the residents without the need to resort to vehicle trip access and can maximize walking, biking and alternate transportation to said opportunities and services."

Section 2.2, residential densities in the residential land use element on page 25 shall be amended by the addition of the following paragraph:

"Within the boundaries of the El Dorado Hills Town Center, Town Center East, PD 94-0004, the development of extensive commercial, retail, office and other resident serving uses has created the opportunity to designate the Urban Infill Residential Area for very dense multifamily residential development to complement the commercial development and provide opportunities for a community in which residents can walk, bike and use other alternate transportation forms to access shops, stores, offices and other services. The establishment of such high density residential use in such close proximity to residents serving uses will substantially reduce vehicle trips and mitigate other adverse environmental impacts of development. It will also provide the potential for significantly improving the job/housing balance by providing residential opportunities for employees near the many commercial establishments in the Town Center development. Pursuant to the provisions of the General Plan, the maximum density in those areas shall be as provided in the amended Development Plan PD94-0004-R-2, up to a maximum of 55 units per acre. Additionally, other development standards such as setbacks, height restrictions, and similar restrictions shall be as set forth in the amended Development Plan."

Section 2.3, Dwelling Unit Types, on page 25 shall be amended by the addition of the following paragraph:

"The multifamily housing to be constructed in the Urban Infill Residential Area shall be attached multifamily residential structures consistent with the Residential Design Guidelines and Development Standards set forth in the amended Development Plan PD94-0004-R-2 and shall be in accordance with the development restrictions and height requirements set forth in said amended Development Plan."

Table 1 on page 38, Summary of Residential Use by Development Neighborhood, shall be amended to show that Village T, a Commercial Neighborhood, shall have an allowed total of 250 dwelling units to accommodate the designated Urban Infill Residential Area.

Section 3.1, Concept, on page 41 shall be amended by the addition of the following paragraph:

"The Urban Infill Residential Area", providing for dense residential development in close proximity to the extensive commercial development provided in Village T, is designated in the General Plan. The purpose of this designation and land use is to take advantage of the location of this site, in close proximity to extensive commercial, retail, office and other development in order to provide and maximize the opportunities for residents to fill their shopping, employment and other needs by walking, cycling, and other forms of alternative transportation without having to resort to vehicle transit. It is anticipated that this very dense infill development will significantly alleviate parking, traffic, air quality and other impacts and will significantly reduce the impacts that would have been encountered had the Town Center area developed as planned."

Figure 11, Conceptual Development Neighborhood No. 4, on page 42 shall be amended to provide a depiction of the approximately 4.565-acre urban infill residential area which will be the site of the Spanos Corporation project.

In addition, the proposed project would require:

3. Rezone of project site from General Commercial-Planned Development (CG-PD) to Multifamily Residential-Planned Development (RM-PD) and revisions to the RM-zone development standards applicable to the proposed 250-unit apartment complex. Attachment B to this Initial Study details the modified standards.

4. Revisions to the approved Town Center East Development Plan incorporating multifamily residential use, density, and related design and development standards for the proposed 250-unit apartment complex within Planning Area 2 of the Town Center East Development Plan. Details of the design and development standards for the project are provided in the draft *El Dorado Hills Town Center East Urban Infill Residential Area Residential Design Guidelines and Development Standards* (May 2014), included as Attachment A to this Initial Study. The proposed apartment complex and amenities would be contained in a 60-foot tall apartment building up to a maximum of five stories and a 5-tier, 60-foot-tall parking structure and other amenities.

CEQA PROCESS

El Dorado County intends to meet CEQA compliance through the preparation of a subsequent Initial Study/Mitigated Negative Declaration. The proposed project meets the following conditions described in CEQA Section 15162 for subsequent documents, which include 1) substantial changes are proposed in the project which will require major revisions of the previous negative declaration and/or EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; 2) substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous 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 negative declaration and/or EIR was adopted.

Earlier Analysis Used

CEQA Guidelines 15063(c)(3)(D) provides that 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. As noted above, the County adopted a Negative Declaration for the TCE project, for which an environmental checklist and evaluation ("Environmental Evaluation") was prepared to support the Negative Declaration (*Environmental Evaluation, File No. PD94-04, El Dorado Investors, Inc*., May 19, 1995). The Environmental Evaluation and TCE ND relied on the certified EIR for the El Dorado Hills Specific Plan (EDHSP) (State Clearinghouse House No. 86122912) for general and cumulative impacts, and focused the evaluation on environmental impacts that were

specific to the TCE project and were not addressed as significant effects in the certified EDHSP EIR. The EDHSP EIR and the 1995 TCE Environmental Evaluation are available for public review during normal business hours at 2850 Fairlane Court, Placerville, CA 95667. They are also available on the County's website at http://www.edcgov.us/Government/Planning/Zoning_Ordinances_for_Specific_Plans.aspx#El Dorado Hills.

County staff has reviewed the project against the effects previously evaluated in the TCE Environmental Evaluation and have determined the following effects were within the scope of and adequately analyzed in the TCE Environmental Evaluation: agriculture/forestry resources, cultural resources, geology/soils, hazards/hazardous materials, hydrology and water quality, and mineral resources. The County has concluded that that the project would result in Less Than Significant or No Impact on these resources, and such effects were analyzed and addressed by mitigation measures based on the earlier analysis. This environmental checklist for the proposed project identifies the environmental impact conclusions of the adopted TCE Environmental Evaluation.

The scope of the analysis in this Subsequent Initial Study/Mitigated Negative Declaration for the project focuses on the following specific resources:

- Aesthetics
- Air Quality
- Biological Resources
- Greenhouse Gases
- Land Use
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities/Service Systems

Public Review and Agency Approvals

This Initial Study/Mitigated Negative Declaration is being circulated for public and agency review for a 30-day period. Written comments on the Initial Study should be submitted to the project planner indicated on the first page of this document, above. Although not required under CEQA, the County will hold an open house during the 30-day review period to provide information on the project, at which time the public will have an opportunity to ask questions about the project, the environmental process, and to provide comments. The date and time of the open house will be separately noticed.

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

Evaluation of Environmental Impacts

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

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

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

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

5. 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.

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

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

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

9. The explanation of each issue should identify:

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

ENVIRONMENTAL IMPACTS

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

Discussion

A substantial adverse effect on Aesthetics would occur if implementation of the project 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 and vicinity are not identified by the County as a scenic view or resource. There would be no impact.

b. **Scenic Resources.** The project site is not located near any roadway that is classified as a State Scenic Highway. No trees or historic buildings have been identified as contributing to exceptional aesthetic value at the project site. There would be no impacts.

c. **Visual Character.** The proposed project would not degrade the visual character or quality of the site. The applicant has prepared draft Residential Design Guidelines and Development Standards (RDGDS) for the proposed project, which has been reviewed by County staff. The purpose of the RDGDS is to identify project-specific modifications to the Town Center East Development Plan to accommodate development of the site for multifamily residential uses in a manner that would be consistent with the visual character of surrounding commercial and retail development. It is also intended to ensure consistency with the zoning code (as amended by the project) and General Plan policies.

The project's RDGDS establish a maximum residential building height of 60 feet, up to a maximum of five stories, and maximum parking structure height of 60 feet with up to five tiers. All parking would be off-site parking in the project's parking structure. Surrounding commercial and retail buildings range from one to three stories. Visually dominant features in the immediate area are the movie theater and adjoining restaurant/retail establishments to the east of the site, behind which is a taller cut slope, and an auto dealership to the north. When viewed from the west and south (Town Center Boulevard and Town Center Lake), the proposed complex would appear taller and would block views of the theater and the cut slope. When viewed from Town Center Boulevard on the south (e.g., from restaurant and retail establishments), the project would be taller than the auto dealership. The building would not be visible from the Cresleigh Subdivision and mobile home community on White Rock Road because that area is topographically lower than the project site and there is no direct line of sight to the project site.

When viewed from Vine Street and Mercedes Lane (private streets) towards the south and southwest, the complex would be taller than the two-story buildings to the south and west. The proposed complex would become the visually dominant feature in the immediate area and would be partially visible from US Highway 50, Latrobe Road, and El Dorado Hills Boulevard. As described below, the architecture would be visually consistent and compatible with Town Center East development, and massing would be minimized through changes in roof plane, façade elements, and other details. In addition, the RDGDS specifies setbacks, a maximum building site coverage of 55 percent of the total site and provides for commonly owned open space (a minimum of 30 percent of the total site) that would tend to reduce the appearance of the overall scale of the complex these viewpoints. When viewed from El Dorado Hills residential locations north of US Highway 50 that are higher in elevation than TCE, the apartment complex would be a noticeable change because the site would no longer be vacant. The project would contribute to, but would not substantially change the visual character of TCE because the project would be visually and architecturally compatible with surrounding TCE development.

The residential architectural guidelines component of the RDGDS establishes a comprehensive set of standards intended to reinforce the vision and guiding principles of Town Center East. The architecture would be consistent and compatible with the context of the existing community and neighborhood (both Town Center East and Town Center West). Building elements would incorporate the use of high-quality materials similar in aesthetic quality to the existing Town Center buildings. Any proposed plan for the apartment complex would be reviewed by the Town Center East Design Review Committee. Parking would be located interiorly to maximize the architectural character of the building facades and to minimize the impact of parking as seen from the surrounding areas. The site design and layout would create a seamless transition between the project's common open space and Town Center East's public open spaces.

The overall architectural character would reflect simple, utilitarian form through the use of modern materials and contemporary architecture, consistent with the style of Town Center East. Architectural massing would be simple and regular. Changes in roof plane, recesses in the façade, varied building setbacks, and other architectural techniques would be used to give the buildings interest and avoid the appearance of long, unchanging facades. Covered, shaded, and protected areas (e.g., through the use of porches, patios, verandas, courtyards, loggias, trellises, or arbors) would create visual depth and interest (for example, see Exhibits 5a, 5b, and 5c).

Classic elements such as stucco, heavy timbers, brick or stone veneer are examples of varied and durable materials and colors that would be used to blend with the surrounding natural and built environment. Building exterior colors would define building form, details, and massing through the use of natural earth tones for large building elements with brighter providing small detail accents, as illustrated in Exhibits 5a through 5c.

Walls and fences would be designed to be compatible with surrounding and adjacent architecture and would not exceed 8 feet unless approved by the Design Review Committee. Building utilities and equipment would be screened with fences, walls, dense plantings, or decorative architectural features. Signage would be complementary in character, materials, and style to other buildings within the Town Center East development.

The RDGDS also include landscape guidelines that are intended to ensure the project blends with the character and theme of the TCE development. They specify the use of water-conserving plants, a plant palette, plant sizes and placement, shading, landscape furniture and art, walls and fences, and hardscape and paving. Exhibit 6 shows a conceptual landscape plan. In addition, the RDGDS provides a minimum of 30 percent commonly owned for common open space, as shown in Exhibit 7.

With implementation of the standards and architectural design elements of the RDGDS, the proposed project would not substantially degrade the existing visual character quality of the site and its surroundings. Impacts would be less than significant.

d. **Light and Glare.** The RDGDS includes residential lighting guidelines that require lighting be designed consistent with County policies and ordinances. They require the use of cutoff-type fixtures to minimize light spillage and glare. The apartment complex would include exterior lighting within the project site including pole lighting in the common area and security wall lighting. A preliminary Photometric Plan has been prepared for the project based on selected lighting fixtures. The plan shows a minimum of 0 foot-

candle (fc) rating along Vine Street, Mercedes Lane and Town Center Lake. Lighting along portions of the project frontage on Town Center Boulevard exceed the 0 fc rating for the purpose of lighting the primary vehicular entry into the complex. The proposed lighting would be required to meet the County lighting ordinance which includes shielding to avoid potential glare affecting day or nighttime views for those that live or travel through the area.

In contrast, there are potential lighting effects from the nearby commercial uses including the light poles along the perimeter roads and the movie theater. These fixtures can remain on through the night until dawn. These effects can be minimized through the use of shading within the affected units. These impacts would be less than significant.

FINDING: For the "Aesthetics" category, impacts would be less than significant, and no mitigation measures are required.

II. AGRICULTURE AND FORESTRY RESOURCES. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?					**X**
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?					**X**
c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?					**X**
d. Result in the loss of forestland or conversion of forestland to non-forest use?					**X**
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?					**X**

Discussion

A substantial adverse effect on Agriculture and Forestry Resources would occur if implementation of the project would:

- result in conversion of choice agricultural land to nonagricultural use;
- impair the agricultural productivity of agricultural land;
- substantially reduce the amount of agricultural land in the County; or
- subject agricultural to impacts from adjacent incompatible land uses.

a-e. **Farmlands, Williamson Act Contracts, Forest Resources.** The TCE Environmental Evaluation stated no agricultural crop production activities occur on or immediately adjacent to the TCE area. The site is currently vacant, mass-graded, and is zoned for urban uses. There are no forest resources. There would be no impacts.

FINDING: For the "Agriculture and Forest Resources" category, there would be no impact.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
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 implementation of the project would:

- Result in emissions of ROG and NO_x, during construction or operation emissions greater than 82lbs/day (See Table 5.2, of the El Dorado County Air Pollution Control District – CEQA Guide);

- Result in emissions of PM_{10}, CO, SO_2 and NO_x, 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

- Result in emissions of toxic air contaminants cause cancer risk greater than 1 in 1 million (10 in 1 million if best available control technology for toxics is used) or a non-cancer Hazard Index greater than 1. In addition, the project must demonstrate compliance with all applicable District, State and U.S. EPA regulations governing toxic and hazardous emissions.

An Air Quality/Greenhouse Gas Emissions Analysis, prepared by De Novo Planning Group (May 2014), analyzed the potential air quality effects by the project (Attachment C). The analysis of the threshold of impact significance includes references to related policies in the General Plan and specific standards enforced by the El Dorado County Air Quality Management District (EDCAQMD). EDCAQMD staff has reviewed the analysis, and comments have been incorporated into the analysis, which is summarized below.

a. **Air Quality Plan.** The project is subject to applicable standards established in the Sacramento Regional Ozone Air Quality Attainment Plan (AQAP) and measures implemented by the AQMD. Factors in determining consistency AQAP includes:

1. The project does not require a change in the existing land use designation (e.g., a general plan amendment or rezone), and projected emissions of ROG and NOx from the proposed project are equal

to or less than the emissions anticipated for the site if developed under the existing land use designation;

2. The project does not exceed the "project alone" significance criteria of the lead agency.

3. The lead agency for the project requires the project to implement any applicable emission reduction measures contained in and/or derived from the AQAP;

4. The project complies with all applicable district rules and regulations.

The analysis concluded that the project would not conflict or obstruct with the Sacramento Regional Ozone Air Quality Attainment Plan (AQAP) and determined that project impacts would be less than significant.

b. **Air Quality Violation.** The analysis evaluated the direct and indirect emission impacts from mobile, energy, and stationary sources using the parameters in the CALEEMOD (V.2013.2.2) and CEQA Guide to Air Quality Assessment, Determining Significance of Air Quality under CEQA (EDAQMD 2002). The analysis concluded that all emissions could be reduced to a level that does not exceed the project-level operational thresholds of significance provided the following mitigation measures are implemented.

Mitigation Measures

***MM AQ-1*:** *Implement the following design standards:*

1. *Exceed Title 24 standards by 10 percent*
2. *Install High Efficiency Lighting*
3. *Install Energy Efficient Appliances*
4. *Use only Natural Gas Hearths (No Wood Product)*
5. *Install Low Flow Bathroom Faucet*
6. *Install Low Flow Kitchen Faucet*
7. *Install Low Flow Toilet*
8. *Install Low Flow Shower*
9. *Use Water Efficient Irrigation System*
10. *Provide electric vehicle charging facilities in garage complex*
11. *Provide bicycle storage with convenient access*

Monitoring Responsibility: Planning Services
Monitoring Requirement: Prior to issuance of Building Permit(s), the applicant shall incorporate the above provisions as notes on construction plans. The note shall be verified by Planning Services.

Air quality impacts associated with other criteria pollutants including CO, PM_{10}, SO_2, NO_2, sulfates, lead and H_2S were also analyzed. The pollutants are screened according to the type of project and degree of operational emissions the project poses. Given that the project is residential and projected emission based on the vehicular trips generated from the project, the analysis concluded that impacts from these pollutants are considered to be less than significant.

Air quality impacts associated with construction activities would result in short term emissions and dust generation from construction vehicles. The pollutants include ROG, NOx, PM_{10} and $PM_{2.5}$. The analysis screened these emission effects and concluded that impacts from these pollutants that would be generated by the project would be less than significant with implementation of the following mitigation measures:

MM AQ-2: *The El Dorado County AQMD construction mitigation measures involve emission reductions of NOx, ROG, and PM10 which may include reformulated fuels, emulsified fuels, catalyst and filtration technologies, cleaner engine repowers, and new alternative-fueled trucks, among others. Heavy-duty diesel mitigation measures may qualify for state and air district incentive funding programs. Additional construction mitigation measures include emission reductions from controlling visible emissions from*

diesel-powered equipment and particulate matter emission control measures. At least one of the following measures must be implemented:

- *Require the prime contractor to provide an approved plan demonstrating that heavy-duty (i.e., greater than 50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve, at a minimum, a fleet-averaged 15 percent NOx reduction compared to the most recent CARB fleet average. Successful implementation of this measure requires the prime contractor to submit a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. Usually the inventory includes the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. In addition, the inventory list is updated and submitted monthly throughout the duration of construction activity.*

- *Obligate the prime contractor to use an alternative fuel, other than Diesel, verified by the California Air Resources Board or otherwise documented through emissions testing to have the greatest NOx and PM10 reduction benefit available, provided each pollutant is reduced by at least 15 percent.*

- *Obligate the prime contractor to use aqueous emulsified fuel verified by the California Air Resources Board or otherwise documented through emissions testing to have the greatest NOx and PM10 reduction benefit available, provided each pollutant is reduced by at least 15 percent.*

- *AQMD Heavy Equipment and Mobile Source Mitigation Measures*

a. Use low-emission on-site mobile construction equipment.
b. Maintain equipment in tune per manufacturer specifications.
c. Retard diesel engine injection timing by two to four degrees.
d. Use electricity from power poles rather than temporary gasoline or diesel generators.
e. Use reformulated low-emission diesel fuel.
f. Use catalytic converters on gasoline-powered equipment.
g. Substitute electric and gasoline-powered equipment for diesel-powered equipment where feasible.
h. Do not leave inactive construction equipment idling for prolonged periods (i.e., more than two minutes).
i. Schedule construction activities and material hauls that affect traffic flow to off-peak hours.
j. Configure construction parking to minimize traffic interference.
k. Develop a construction traffic management plan that includes, but is not limited to: Providing temporary traffic control during all phases of construction activities to improve traffic flow; Rerouting construction trucks off congested streets; and provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.

Monitoring Responsibility: AQMD
Monitoring Requirement: Prior to approval of grading permit, the applicant shall incorporate the above provisions as notes on construction plans. The notes shall be verified by AQMD.

MM AQ-3: *During construction activities, the project applicant shall implement the following Best Available Fugitive Dust Control Measures as outlined in the CEQA Guide to Air Quality Assessment, Determining Significance of Air Quality Impacts Under the California Environmental Quality Act (EDAQMD 2002).*

1a. Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the District; two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR 1a-1. For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
1b. Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the District; for areas which have an optimum moisture content for

compaction of less than 12 percent, as determined by ASTM method 1557 or other equivalent method approved by the District, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content; two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.
1c. Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining areas unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.

2a/b. Apply dust suppression in a sufficient quantity and frequency to maintain a stabilized surface; any areas which cannot be stabilized, as evidenced by wind driven dust, must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
2c. Apply chemical stabilizers within five working days or grading completion; or
2d. Take action 3a or 3c specified for inactive disturbed surface areas.

3a. Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible due to excessive slope or other safety conditions; or
3b. Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; or
3c. Establish a vegetative ground cover within 21 days after active operations have ceased; ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR 3d. Utilize any combination of control actions 3a, 3b and 3c such that, in total, they apply to all inactive disturbed surface areas.

4a. Water all roads used for any vehicular traffic at least once per every two hours of active operations; or
4b. Water all roads used for any vehicular traffic once daily and restrict vehicle speed to 15 mph; or
4c. Apply chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.

5a. Apply chemical stabilizers; or
5b. Apply water to at least 80 percent of the surface areas of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; or
5c. Install a three-sided enclosure with walls with no more than 50 percent porosity that extend, at a minimum, to the top of the pile.

6a. Pave or apply chemical stabilization at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and width of at least 20 feet; or
6b. Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.

7a. Any other control measures approved by the District.

Monitoring Responsibility: AQMD
Monitoring Requirement: Prior to approval of grading permit, the applicant shall incorporate the above provisions as notes on construction plans. The notes shall be verified by AQMD.

***MM AQ-4**: During construction activities in high wind conditions, the project applicant shall implement the following Best Available Fugitive Dust Control Measures as outlined in the CEQA Guide to Air Quality Assessment, Determining Significance of Air Quality Impacts Under the California Environmental Quality Act (EDAQMD 2002).*

1a. Cease all active operations;
2a. Apply water to soil not more than 15 minutes prior to moving such soil; or

1b. On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; or apply chemical stabilizers prior to a wind event; or
2b. Apply water to all unstabilized disturbed areas 3 times per day; if there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; or

3b. Take the actions specified in Table B.6, Item 3c; or
4b. Utilize any combination of control actions specified in Table 1, Items 1B, 2B and 3B, such that, in total, they apply to all disturbed surfaced areas.

1c. Apply chemical stabilizers prior to a wind event; or
2c. Apply water twice per hour during active operation; or
3c. Stop all vehicular traffic.

1d. Apply water twice per hour; or
2d. Install temporary coverings.

1e. Cover all haul vehicles; or
2e. Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for operation on both public and private roads.

1f. Any other control measures approved by the District.

Monitoring Responsibility: AQMD
Monitoring Requirement: Prior to approval of grading permit, the applicant shall incorporate the above provisions as notes on construction plans. The notes shall be verified by AQMD.

c. **Cumulative Considerable Net Increase of Criteria Pollutants.** The primary criterion for determining whether a project has significant cumulative impacts is whether the project is consistent with an approved plan or mitigation program of District-wide or regional application in place for the pollutants emitted by the project. This criterion is applicable to both the construction and operation phases of a project. For ROG and NOx, the analysis concluded that the project is consistent with the AQAP; therefore, it would have less than cumulatively considerable impact.

For other pollutants such as CO, PM_{10}, SO_2, NO_2 and TACs, the analysis concluded that the project would not have significant emissions impact. The project would be subject to all applicable AQMD rules. The project would have less than cumulatively considerable impact.

d. **Sensitive Receptors.** A toxic air contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards. Common source of these contaminants are freeways and high traffic roads and gas dispensing facilities.

There are two gasoline dispensing facilities and a freeway in the vicinity of the project site; however, these facilities are sufficiently separated from the project site (approximately 1,000 feet and 560 feet, respectively) such that they are not considered a significant risk to sensitive receptors. There are no other source categories located in the vicinity. Implementation of the proposed project would not result in an increased exposure of sensitive receptors to localized concentrations of TACs. The analysis concluded that the project would have a less-than-significant impact.

Another source potential contaminant is asbestos. Soil in El Dorado Hills has been known to have naturally occurring asbestos (NOA). The project site was graded as part of the previous development in the Town Center; however, it is not known whether the soil material at the time of grading had NOA, or if any

material containing NOA is currently on the project site. If asbestos is deemed present naturally, or in existing facilities, an Asbestos Hazard Dust Mitigation Plan would be prepared in accordance with AQMD Rule 223-2 (Fugitive Dust – Asbestos Hazard Mitigation) to ensure that adequate dust control and asbestos hazard mitigation measures are implemented during project construction. The following mitigation measure would ensure that any construction activities that may result in the release of asbestos would include appropriate measures contained within an Asbestos Hazard Dust Mitigation Plan to ensure that exposure to construction workers and the public is minimized to acceptable State and local levels. Implementation of the following mitigation measure would ensure that this potential impact is reduced to a less-than-significant level.

Mitigation Measures

MM AQ-5: *Prior to any grading activities, the project applicant shall retain a qualified geologist to test the soils on the project site for the presence of asbestos. In the event that asbestos is present, the project applicant shall comply with applicable state and local regulations regarding asbestos, including CARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR Sections 93105 and 93106), to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities.*

Monitoring Responsibility: AQMD

Monitoring Requirement: Prior to approval of grading permit, the applicant shall incorporate the above provisions as notes on construction plans. The notes shall be verified by AQMD. Any Asbestos Hazard Dust Mitigation Plan shall be approved by AQMD prior to permit approval.

Diesel particulate matter, a form of particulate matter (PM), is a TAC emitted mostly from diesel-powered equipment and chemicals emitted from industrial uses. Construction of the proposed project would generate TACs through the burning of diesel fuel, mainly producing diesel particulate matter (DPM). Much of the construction equipment that would operate during the construction would be diesel-fueled, but diesel-fueled engines would only be operating intermittently over the 2-year construction-to-occupancy timeframe assumed for purposes of modeling air emissions. As described above, particulate matter emissions would not exceed the significance threshold, and construction would be required to implement fugitive dust mitigation. This would help reduce DPM emissions. There are no adjacent sensitive land uses (residential development, schools, hospitals). The closest sensitive land use is approximately 1,200 feet in the Cresleigh Subdivision and mobile home community. The temporary and minimal quantities of TAC anticipated from construction activities would not constitute a long-term risk to public health. Construction impacts would be less than significant.

e. **Objectionable Odors.** The proposed project would not be anticipated to create significant levels of odors as measured with current standards. Impacts would be less than significant.

The proposed project is a residential development. Such development is not known to produce nuisance odors. The closest odor-producing land use/operation to the project site is the El Dorado Irrigation District Wastewater Treatment Plant (WWTP) located approximately 0.9 miles south of the project site. The WWTP is located adjacent to the Blackstone residential development (a sensitive receptor), and there have not been nuisance complaints over odors. Additionally, there have not been nuisance complaints over odors from the existing retail uses within the Town Center. Odors from the El Dorado Irrigation District WWTP would be a less than significant impact.

FINDING: For the "Air Quality" category, the proposed project would not significantly affect the implementation of regional air quality regulations or management plans, subject to identified mitigation measures (MM AQ-1 through MM AQ-5). The project would result in increased emissions due to grading and operation; however, existing regulations would reduce these impacts to a less-than-significant level. The proposed project would not cause substantial adverse effects on air quality, nor exceed established significance thresholds for air quality impacts.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US 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, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?					**X**
c. Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, 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 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.

The project site ranges in elevation from approximately 605 to 620 feet above mean sea level and slopes gently east to west. The site is vacant and undeveloped, but remnants from previous disturbance and mass grading are present. Surrounding land uses include commercial/retail development, parking lots and landscaped parks.

On May, 15, 2014, an evaluation of the project site was conducted by a qualified biologist to characterize existing conditions on the project site and on adjacent property. The evaluation involved a site visit as well as a query of available data and literature from local, state, federal, and nongovernmental agencies. Database searches were performed on the following websites:

- US Fish and Wildlife Service's (USFWS) Sacramento Office Species List (2014a)
- USFWS's Critical Habitat Portal (2014b)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2014)
- California Native Plant Society's (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2014)

A search of the USFWS's Critical Habitat Portal database and Sacramento Office Species List's for the Clarksville, Pilot Hill, Coloma, Shingle Springs, Latrobe, Folsom SE, Folsom, Buffalo Creek, and Rocklin, California, US Geological Survey (USGS) 7.5-minute quadrangles was performed for the project area to identify federally protected species and their habitats that may be affected by the proposed project. In addition, a query of the CNDDB was conducted to identify known occurrences for special-status species within the quadrangles listed above. The CNPS database was queried to identify special-status plant species with the potential to occur within the USGS 7.5-minute quadrangles.

Based on the results of database searches, known regional occurrences, and habitat present on the site, the only special-status species with the potential to occur on the project site are migratory birds protected under the Migratory Bird Treaty Act (MBTA). The absence of special-status species was confirmed during a site visit by a qualified biologist on May 15, 2014.

The vegetation on the project site is characterized as disturbed, non-native annual grassland. Dominant plant species include wild oat (*Avena fatua*), Italian ryegrass (*Festuca perennis*), filaree (*Erodium botrys*), bur clover (*Medicago polymorpha*), dog fennel (*Anthemis cotula*), vetch (*Vicia sp*.), black mustard (*Brassica nigra*), rose clover (*Trifolium hirtum*), cheeseweed (*Malva parviflora*), tar weed (*Holocarpha virgata*), and succulent sweetclover (*Melilotus sp*.).

There is a wet depression near the western center edge of the project site. The vegetation in this depression includes nine cottonwood (*Populus fremontii*) trees, one willow (*Salix sp*.), and an understory of common spikerush (*Eleocharis macrostachya*). The source of water appears to be a leaking irrigation system. There are no natural surface water features or drainage channels on the project site, and the site is topographically higher than the Town Center Lake to the west.

a. **Special-Status Species.**. The only special-status species with the potential to occur on the project site are migratory birds protected under the MBTA. Given the site's disturbed nature and that it is surrounded by urban land use barriers, no special-status plants or other special-status animals have the potential to occur on the project site.

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the MBTA and Section 3503.5 of the California Fish and Game Code (CFGC). The removal of trees/vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts on nesting birds on or in the vicinity of the project site. Implementation of the following mitigation measure would reduce this impact to less than significant.

Mitigation Measures

MM BR-1 Migratory Birds. *If clearing and/or construction activities will occur during the migratory bird nesting season (April 15–August 15), preconstruction surveys for nesting migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot buffer surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season.*

If active nest(s) are identified during the preconstruction survey, a qualified biologist shall monitor the nest to determine when the young have fledged. Monthly monitoring reports, documenting nest status, will be submitted to the El Dorado County Community Development Agency until the nest(s) is deemed

inactive. The biological monitor shall have the authority to cease construction if there is any sign of distress to a raptor or migratory bird. Reference to this requirement and the Migratory Bird Treaty Act shall be included in the construction specifications.

Monitoring Responsibility: Planning Services

Monitoring Requirement: Prior to construction, surveys for nesting migratory birds shall be performed. If active nests are found, construction zone buffers shall be used and nests shall be monitored.

MM BR-2 Active Raptor Nests. *If construction activities will occur during nesting season for raptors (January 15–August 15), all suitable raptor nesting habitat within 0.5 mile of the impacted area shall be surveyed for active raptor nests within 14 days of construction commencement. If an active raptor nest is located within 0.5 mile of the construction site, a no-activity buffer will be erected around the nest while it is active to protect the nesting raptors. This buffer distance may be amended to account for nests that are not within the line-of-sight of the construction activity. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season.*

Monitoring Responsibility: Planning Services

Monitoring Requirement: Prior to construction, surveys for nesting migratory birds shall be performed. If active nests are found, construction zone buffers shall be used and nests shall be monitored.

b,c. **Riparian Habitat, Sensitive Natural Community, Wetlands.** Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the California Department of Fish and Wildlife (CDFW); (d) areas outlined in Section 1600 of the CFGC; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies. There are no riparian habitat or other sensitive natural community or wetlands on the project site. There would be no impact.

d. **Migration Corridors.** No wildlife corridors for resident migratory wildlife species occur on or adjacent to the site. There would be no impact.

e. **Local Policies.** There are no native oak trees on the project site. There would be no impact.

f. **Adopted Plans.** There are currently no adopted or proposed habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that affect the proposed project. Therefore, no conflict will occur, and there would be no impact.

FINDING: For the "Biological Resources" category, the proposed project could affect migratory birds and raptors if construction occurs during nesting season and if nests are present. However, pre-construction surveys and buffers, as required by mitigation measures MM BR-1 and MM BR-2 would reduce this impact to a less-than-significant level. There would be no impacts on riparian habitat, wetlands, sensitive natural communities, wildlife corridors, native oak trees, or conflicts with adopted plans.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
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 an archaeological resource pursuant to Section 15064.5?			**X**		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?					**X**
d. Disturb any human remains, including those interred outside of formal cemeteries?				**X**	

Discussion

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

- Disrupt, alter, or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group, or a paleontological site except as 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, Pre-Historic, and Archaeological Resources.** The TCE Environmental Evaluation stated no known archaeological features or resources are known to exist in the TCE project area, based on the results of an archaeological survey prepared for the certified EDHSP EIR. The site is not known to be significant to any ethnic or social group, and the project site does not contain any religious or sacred structures. The adopted TCE Environmental Evaluation concluded there would be no impacts on cultural resources, and no mitigation measures were required.

c. **Paleontological Resources.** The project site is underlain by serpentinite, a metamorphic rock that does not contain fossils, and is not geologically significant or unique. There would be no impact.

d. **Human Remains.** The site has been mass-graded, and TCE Environmental Evaluation did not identify any impacts regarding historic- or pre-historic-era potential for discovery of human remains. The site has been disturbed by mass grading during development of TCE. The Improvement Plans will include standing grading notes that will specify actions to be implemented should construction activities such as excavation or grading encounter human remains. Impacts would be less than significant.

FINDING: For the "Cultural Resources" category, impacts would be less than significant. These impacts were adequately analyzed in the adopted TCE Environmental Evaluation. There is no substantially changed circumstance or new information of substantial importance regarding cultural resources that require new analysis, reanalysis of previously identified impacts, or new or additional mitigation measures.

VI. GEOLOGY/SOILS. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
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 off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			**X**		
d. Be located on expansive soil, as defined in Section 1802.3.2 of the 2010 California Building Code, creating substantial risks to life or property?			**X**		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?					**X**

Discussion

A substantial adverse effect on geology and soils would occur if implementation of the project would:

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

a-d. **Seismic and Soils/Geologic Hazards.** The project site is not within an Alquist-Priolo Earthquake Fault Zone, but it is in an area that could experience earthquakes originating on active faults in the region. This would be the primary geologic hazard of concern at the site, and the project could be subject to from seismically induced ground shaking. The project site is flat and slopes gently from east to west. There would be little topographic alteration. The TCE Environmental Evaluation stated there are no known unstable soil conditions in the TCE development area, or landslide potential, and underlying native soils (Auburn series) exhibit slight to moderate erosion hazard.

The El Dorado County Community Development Agency Transportation Division (EDCTD) has reviewed the proposed design and will require the project to implement the following standard conditions before and during construction and occupancy.

- Grading Permit/Plan. The applicant shall submit a site improvement plan in conformance with the County's Design and Improvement Standards Manual, the Grading, Erosion, and Sediment Control Ordinance, and the Drainage Manual. Improvements and grading shall be completed to the satisfaction of the EDC CDA prior to occupancy.

- Soil Import/Export Grading Permit. Any import, or export to be deposited or borrowed within El Dorado County shall require and additional permit for off-site grading. The applicant shall be required to provide proof of off-site borrow or disposal site compliance with all applicable local, state, and federal laws.

- Resource Conservation District (RCD) Coordination. The timing of construction and method of revegetation shall be coordinated with the El Dorado County RCD. If grading activities are not completed by September, the developer shall submit a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the EDCTD. The EDC CDA shall approve or conditionally approve such plans and require the developer to implement the plan on or before October 15.

- Soils Report. At the time of the submittal of the grading or improvement plants, the applicant shall submit a soils and geologic hazards report (meeting the requirements for such reports provided in the El Dorado County Grading Ordinance) to, and received approval from EDC CDA. Grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations and address, at a minimum, grading practices, compaction, slope stability of existing and proposed cuts and fills, erosion potential, groundwater, pavement sections, and recommended design criteria for any retaining walls.

The standard conditions listed above, in addition to compliance with the California Building Code seismic safety standards, are required to ensure the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from seismic hazards, unstable rock or soil conditions, erosion, or landslides. There is no substantially changed circumstance or new information of substantial importance regarding geologic hazards that requires additional mitigation.

e. **Septic Systems.** The project would be connected to the El Dorado Irrigation District sewer system. There would be no impact.

FINDING: For the "Geology/Soils" category, impacts would be less than significant. These impacts were adequately analyzed in the adopted TCE Environmental Evaluation. There is no substantially changed circumstance or new information of substantial importance regarding geology and soils that requires new analysis, reanalysis of previously identified impacts, or new or additional mitigation measures.

VII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		**X**			
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		**X**			

Discussion

a-b. **Generate Greenhouse Gas Emissions and Policy Consistency**. The prominent GHGs contributing to the greenhouse effect as specifically listed in Assembly Bill AB 32, the California Global Warming Solutions Act of 2006, are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors; in California, the transportation sector is the largest emitter of GHGs, followed by electricity generation.

GHGs are global pollutants, unlike criteria for air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect.

Emitting CO_2 into the atmosphere is not itself an adverse environmental affect. It is the increased concentration of CO_2 in the atmosphere potentially resulting in global climate change and the associated consequences of such climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO_2 into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment.

In June 2008, the Office of Planning and Research's (OPR) issued a technical advisory (CEQA and Climate Change) to provide interim guidance regarding the basis for determining the proposed project's contribution of greenhouse gas emissions and the project's contribution to global climate change. In the absence of adopted local, it is recommended that a threshold of significance for GHG emissions selected by lead agencies be related to compliance with AB 32. The threshold of significance for GHG emissions is based on the 2008 California Air Resources Board (CARB) Scoping Plan that a development project must show a minimum GHG emission reduction of 21.7 percent from project business-as-usual (BAU) levels (i.e., 2005 levels) by the year 2020. It should be noted that the proposed project would be required to comply with the minimum mandated measures of 2010 California Green Building Standards Code (CALGreen Code), such as a 20 percent mandatory reduction in indoor water use and diversion of 50 percent of construction waste from landfills. A variety of voluntary CALGreen Code measures also exists that would further reduce GHG emissions, but are not mandatory

An Air Quality/Greenhouse Gas Emissions Analysis has been prepared for the project (included as Attachment C to this Initial Study), which analyzed the short term construction and long-term operation GHG emissions. The analysis concluded the proposed project's short-term construction GHG emissions are not expected to significant contribute to global climate change. With implementation of mitigation measure MM AQ-1, the overall annual GHG emissions associated with the project would be reduced by 34.75 percent by the year 2020, consistent with applicable standards and a threshold of a 21.7 percent reduction from 2005 business-as-usual (BAU) conditions (i.e., the emissions that would result if CALGreen requirements and mitigation measures are not incorporated into the project to reduce GHGs). Therefore, the proposed project would not hinder the State's ability to reach the GHG reduction target nor conflict with any applicable plan, policy, or regulation related to GHG reduction, and impacts related to GHG emissions and global climate change would be less than significant.

FINDING: For the "Greenhouse Gas Emissions" category, with implementation of mitigation measure MM AQ-1, which requires the project to implement several design features to reduce energy use, the project would result in less-than-significant impacts on greenhouse gas emissions.

VIII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
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 area or, where such a plan has not been adopted, within 2 miles of a public airport or a 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 on-site mining operations.

a,b. **Hazardous Materials.** The TCE Environmental Evaluation concluded development of the TCE project would generally have no potential for risks of explosion or release of hazardous chemicals. The proposed apartment complex would include a pool. El Dorado County Environmental Management Division (EMD) will require the owner/operator to comply with applicable hazardous materials use, storage, and disposal regulations set forth in Title 22 of the California Code of Regulations, which regulates hazardous materials use. Impacts would be less than significant.

c. **Hazardous Emissions Near Schools.** There are no schools within 0.25 mile of the project site. There would be no impact.

d. **Hazardous Materials/Waste Sites.** The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would not create a significant hazard to the public or the environment. There would be no impact.

e,f. **Airport and Private Airstrip Hazards.** The project site is not within 2 miles of a public or private airport or airstrip or within an airport land use plan. There would be no impact.

g. **Emergency Response Plans.** The TCE Environmental Evaluation concluded development of the TCE project, which includes the project boundary, would not interfere with an emergency response plan or an emergency evacuation plan. The El Dorado Hills Fire Department has reviewed the proposed project and will require all access roadways and fire hydrant systems be installed and in service prior to any combustibles being brought onto the site. Access would be provided from Town Center Boulevard and Mercedes Lane. Project conditions of approval will require the project landscaping plan to be revised to remove trees proposed to be adjacent to the Fire Apparatus Access road on the west side of the project site that would impede fire apparatus access when fully grown. Impacts would be less than significant.

h. **Wildland Fire Hazards.** The project site is surrounded by developed, urban uses and is not immediately adjacent to areas that may be susceptible to wildland fire hazard. There would be no impact.

FINDING: For the "Hazards/Hazardous Materials" category, impacts would be less than significant with implementation of County standard conditions. These impacts were adequately analyzed in the adopted TCE Environmental Evaluation. There is no substantially changed circumstance or new information of substantial importance regarding hazards and hazardous materials that requires new analysis, reanalysis of previously identified impacts, or new or additional mitigation measures.

IX. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			**X**		
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?					**X**
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			**X**		

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			**X**		
e. Otherwise substantially degrade water quality?			**X**		
f. 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**
g. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?					**X**
h. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?					**X**
i. 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 a 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,c,d,e. **Water Quality Standards and Drainage Patterns.** The project would construct buildings, a central parking structure with driveway access, sidewalks and other hardscaping. The project site is currently vacant and undeveloped. As established in the project's Residential Design Guidelines and Development Standards Section 3.2 and Section 3.3, respectively, the project would increase the amount of building site coverage up to a maximum of 55 percent of the total site, and up to a maximum 80 percent impervious surface of the total site. The increase in impervious surface would change the rate and volume of stormwater runoff from the project site, and stormwater runoff would be a potential source of urban pollutants during occupancy. Construction of the project would result in soil disturbance and the use of equipment and building materials and products that could be a temporary source of contaminants in stormwater runoff from the site.

The TCE Environmental Evaluation concluded construction and occupancy of projects in the TCE development area could result in hydrology and water quality impacts on the north-south drainage swale (Town Center Lake) that flows south to Carson Creek, storm drainage system capacity, and water quality, but such effects would be mitigated through implementation of state and county requirements, project design, and standard conditions.

The project's Residential Design Guidelines and Design Standards (RDGDS) Section 6.5 encourages the principles of Low Impact Development (LID) for storm drainage and runoff infiltration, which would be incorporated into landscaped open space areas in the complex (see Exhibit 7 for locations of proposed open space areas). This could include measures such as managing rainfall by using landscape design techniques and materials that infiltrate, filter, store, evaporate, and/or detain runoff as close to its source as possible; directing stormwater through small, cost-effective landscape features on-site; and/or treatment devices as approved by the County. In addition Section 6.3 of the RDGDS requires the use of water-conserving landscape measures.

In addition, the El Dorado County Community Development Agency Transportation Division (EDCDT) has reviewed the proposed design and will require the project to implement the following standard conditions before and during construction and occupancy.

- Grading Permit/Plan. As described in subsection VI, Geology/Soils, the applicant shall submit a site improvement plan in conformance with the County's Design and Improvement Standards Manual, the Grading, Erosion, and Sediment Control Ordinance, and the Drainage Manual. Improvements and grading shall be completed to the satisfaction of the EDC CDA prior to occupancy. Grading plans shall incorporate appropriate erosion and sediment control measures such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps to control siltation and the potential discharge of pollutants into drainages.

- Resource Conservation District (RCD) Coordination. As described in subsection VI, Geology/Soils, the timing of construction and method of revegetation shall be coordinated with the El Dorado County RCD. If grading activities are not completed by September, the developer shall submit a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the EDCDT. The EDC CDA shall approve or conditionally approve such plans and require the developer to implement the plan on or before October 15.

- Drainage Study/SWMP Compliance. The applicant shall provide a drainage report at time of improvement plans or grading permit application, consistent with the Drainage Manual and Stormwater Management Plan (SWMP), which addresses stormwater runoff increase, impacts to downstream facilities and properties, and identification of appropriate stormwater quality management practices to the satisfaction of the EDC CDA. The Drainage Study must demonstrate the project has adequate existing and proposed storm drain facilities.

- Drainage Easements. The site plans shall show drainage easements for all on-site drainage courses and facilities and shall be included on improvement plans.

- NPDES Permit. At the time that an application is submitted for improvement plans or a grading permit, the applicant shall file a "Notice of Intent" (NOI) with the State Water Resources Control Board (SWRCB) to comply with the Statewide General National Pollutant Discharge Elimination System (NPDES) Permit for stormwater discharges associated with construction activity. A copy of the NOI application shall be submitted to the County, prior to building permit issuance.

- Stormwater Drainage Best Management Practices (BMPs). Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (e.g., sediment, oil/grease, metals). The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with "Attachment 4" of the County's NDPES Municipal Stormwater Permit (SWRCB NPDES General Permit No. CAS000004). The proposed BMPs shall be shown on the improvement plans, and the applicant shall verify the proposed BMPs are appropriate to treat the pollutants of concern.

- Storm Drain Labeling. All new or reconstructed drainage inlets shall have a storm water quality message stamped into the concrete, conforming to the Storm Water Quality Design Manual for the Sacramento and South Placer Regions. All stamps shall be approved by the El Dorado County inspector prior to being used.

The standard conditions listed above are required to ensure the proposed project would not violate any water quality standards or waste discharge requirements, substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, or otherwise degrade water quality. There is no substantially changed circumstance or new information of substantial importance regarding storm drainage and water quality that requires additional mitigation.

b. **Groundwater Supplies.** The TCE Environmental Evaluation determined the TCE development project would not affect groundwater through pumping, dewatering, or other activities that could affect groundwater. There would be no impact.

f-h. **Flood-Related Hazards.** The project site is not within a 100-year flood hazard area and is not subject to flooding from dam or levee failure. The project would not place housing in a 100-year flood hazard area. The existing drainage feature west of the project site, which has been incorporated as a natural landscape amenity within Town Center (Town Center Lake), can accommodate the 100-year flood within its channel, according to the TCE Environmental Evaluation. There would be no impact.

i. **Mudslides, Seiche, Tsunami.** The TCE Environmental Evaluation concluded the area is not subject to mudslide hazard. The site is not at risk of tsunami due to its inland location. An earthquake could cause a seiche in the natural drainage feature west of the site; however, the drainage is at a lower elevation than the project site and a landscaped berm adjoining the pedestrian trail along the drainage separates the drainage from the site as well. Impacts would be less than significant.

FINDING: For the "Hydrology and Water Quality" category, impacts would be less than significant with implementation of County standard conditions. These impacts were adequately analyzed in the adopted TCE Environmental Evaluation. There is no substantially changed circumstance or new information of substantial importance regarding hydrology and water quality that requires new analysis, reanalysis of previously identified impacts, or new or additional mitigation measures.

X. LAND USE PLANNING. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
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 and Land Use Compatibility**. The TCE commercial development plan area provides for a variety of shopping and entertainment sources. The TCE is immediately bordered to the south by a high-density residential (Cresleigh Subdivision) and multifamily residential (mobile home park) development, and a master planned community (Valley View Specific Plan). Other existing residential development (Serrano) is located north of U.S. Highway 50. Residents of these developments are part of

the community that is adjacent to the TCE. The project site is currently vacant, and there are no land uses on the site. The proposed project would result in a residential development surrounded by commercial uses. This would not divide but would to add to the established community. As an urban infill project, this would not be an incompatible land use. As described in subsection II, Agriculture, the proposed project would not convert Prime Farmland or grazing land to urban uses. Impacts would be less than significant.

b. **Land Use Plan Consistency.** To facilitate the multifamily residential development at its proposed density and intensity, the project would require an amendment to the General Plan, El Dorado Hills Specific Plan, Zoning, and existing TCE Development Plan.

The proposed changes to land designation, policies, and standards would be supported by and be in conformance with various policies of the General Plan. Specifically, high-intensity self-sustaining compact urban or suburban type development including mixed-use development should be located within the Community Region of the County where it can use and benefit from existing public infrastructure and services necessary to serve the residents of the apartment while minimizing potential development costs (Policies Housing HO-1.5, Land Use 2.1.1.2, 2.2.5.3 and 2.2.5.21, Public Services and Utilities 5.2.12, 5.2.1.3, 5.2.1.4 and 5.3.1.1, Economic Development 10.2.1.8). The proposed project would be centrally located in the existing Town Center East development, where infrastructure and services are readily available without the need for new or expanded facilities. Both Government Code Section 65890.1 and the General Plan Housing Element encourage land use patterns that balance the location of employment generating uses with residential uses so that commuting is minimized. The construction of an urban residential infill project in the immediate vicinity of the restaurants, shops, stores and offices that have been developed at the Town Center would help improve the jobs-housing balance. Additionally, by concentrating very dense development within a semi-urban setting immediately adjacent to storage, shops, facilities and offices, this is expected to reduce the number of traffic trips generated from the project, which is noted in the subsection XVI, Transportation/Traffic. It would also result in fewer trips than would be generated if the project site were developed for commercial activity as it is currently planned and zoned. Therefore, implementation of the project would not conflict with applicable policies of the General Plan. Impact would be less than significant.

c. **Habitat Conservation Plan:** The project site is not within the boundaries of an adopted habitat conservation plan (HCCP), or a natural community conservation plan (NCCP), or any other conservation plan. As such, the proposed project would not conflict with an adopted conservation plan. There would be no impact.

FINDING: For the "Land Use Planning" category, impacts would be less than significant, and no mitigation measures are required.

XI. MINERAL RESOURCES. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
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 implementation of the project would:

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

a-b. **Mineral Resources.** The project site is in an area mapped and classified by the State Geologist as MRZ-3a. There are no mining operations in El Dorado Hills. There would be no impact.

FINDING: For the "Mineral Resources" category, there would be no impacts.

XII. NOISE. *Would the project result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				**X**	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				**X**	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				**X**	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				**X**	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise level?					**X**
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?					**X**

Discussion

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

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

a, c. **Noise Exposure**s/ **Long-term Noise Increases.** An Environmental Noise Analysis has been prepared by J.C Brennan and Associates for the project (Attachment D). The analysis analyzed both potential impacts from both transportation and non-transportation noise sources as well as impacts from ambient noise within the TCE, in accordance with the standards in the General Plan. The identified primary source of transportation noise are vehicles traveling on Highway 50, which approximately 560 feet north of the project site, and vehicles along the bordering private roads in the TCE. Non-transportation sources within the TCE include parking lot activities and people conversing. The analysis concluded that the project would not be exposed to roadway traffic noise levels that exceed the exterior and interior noise level criteria of 60

dBA Ldn and 45 dBA Ldn, respectively. Similarly, the project would not be exposed to noise levels from the Town Center activities that exceed the exterior noise level criteria for non-transportation noise sources during the daytime and evening hours.

The proposed project would generate new vehicle trips on local roadways such as Latrobe Road, White Rock Road, and El Dorado Hills Boulevard. According to the transportation impact analysis (TIA) prepared for the project (see subsection XVI, Transportation/Traffic), the project would result in 128 AM peak hour trips and 127 PM peak hour trips external to Town Center). Travel to/from the north on El Dorado Hills Boulevard would account for approximately 8 percent of project travel. Travel to/from the east and west on White Rock Road would also be approximately 8 percent. About 20 percent of project travel would have an origin/destination south of White Rock Road. The remaining trips (and largest percentage) would be on US Highway 50. When compared to existing traffic volumes (based on County Traffic Division traffic count data), the project would result less than a 10 percent increase on local roadway segments. Corresponding increases in traffic noise levels would be less than 1dBA. Therefore, project-generated traffic volumes would not result in an increase of 3dBA or more under existing plus project or cumulative conditions. As further noted in subsection XVI, Transportation/Traffic, the project would result in fewer trips using the El Dorado Hills Boulevard/Park Drive/Saratoga Way and Latrobe Road/Town Center Boulevard intersections compared to the commercial land use currently approved for the project site. As such, noise levels would not be increased in those areas. Impacts would less than significant.

b. **Groundborne Shaking.** Future development of the site may generate ground borne vibration or shaking events during project construction resulting from use of heavy construction equipment. Adherence to the time limitations of construction activities to 7:00am to 7:00pm Monday through Friday and 8:00am to 5:00 pm on weekends and federally recognized holidays would limit the ground shaking effects in the project area. Impacts would be less than significant.

d. **Temporary Increase in Noise Levels.** The construction phase of the project would result in an increase in ambient noise levels. Noise levels would be generated during the construction phase by increased truck traffic on area roadways. A significant project-generate noise source would be truck traffic associated with the transport of heavy materials and equipment to and from the construction site. Noise from use of various equipments would also be anticipated. These noise increases would be of short duration, and would likely occur primarily during daytime hours.

Construction activities are limited by grading permit requirements to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m., on weekends, and on federally recognized holidays. Construction equipment engines would be required to be fitted with appropriate mufflers kept in good working condition as required by El Dorado County Air Quality Management District's (AQMD) Heavy Equipment and Mobile Source Mitigation Measures, which are listed in mitigation measure MM-AQ-2. Although the AQMD measures directly relate to air quality and are not required to mitigate construction noise impacts, they would help reduce noise during the construction phase of the project. As a result, construction noise impacts would be less than significant.

e-f. **Aircraft Noise.** The project site is not within any airport plan nor is it located within the immediate vicinity of public airport or private airport. There would be no impact.

FINDING: For the "Noise" category, impacts would be less than significant, and no mitigation measures are required.

XIII. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
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 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.** Based on the population multiplier in the General Plan for multifamily type of project, a total of 575 persons would be anticipated to live in the complex, which would not be a substantial increase in population in El Dorado Hills.

Growth can be induced in number of ways, including through the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The proposed project would not be growth-inducing. It would not require new or expanded infrastructure that could, in turn, provide additional capacity or facilities for additional development in TCE. The site is one of the last remaining vacant properties in TCE and would, therefore, not result in increase pressure on land use intensification in TCE. While the proposed General Plan amendment to add a new policy that would increase the maximum residential density allowed in the General Plan from 24 du/ac to a maximum of 55 du/ac, the policy would apply only to the 4.565-acre site within TCE identified as APNs 121-290-60, -61, and -62. In addition, the construction of a dense rental residential project in the immediate vicinity of the restaurants, shops, stores and offices that have been developed at the Town Center East would substantially improve the jobs-housing balance, which is stated in Table HO-13 of the Housing Element to be well below the minimums suggested in the State General Plan Guidelines. For these reasons, impacts would be less than significant.

b,c. **Housing Displacement.** The project site is vacant and no housing or people would be displaced. There would be no impact.

FINDING: For the "Population" category, impacts would be less than significant, and no mitigation is required.

XIV. PUBLIC SERVICES. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
a. Fire protection?				**X**	
b. Police protection?				**X**	
c. Schools?				**X**	
d. Parks?				**X**	
e. Other public facilities				**X**	

Discussion

A substantial adverse effect on Public Services would occur if 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 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 provision 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 proposed project would increase the demand for fire protection services. The El Dorado Hills Fire Department would serve the project site. The Fire Department has reviewed the project and recommended specific conditions of approval that would ensure adequate services to the project. Impacts would be less than significant.

b. **Law Enforcement.** The El Dorado County Sheriff's Department provides law enforcement services. Given the small size of the project, this would not place a substantial demand on services or increase the need for facility space. Impacts would be less than significant.

c. **Schools.** The proposed project is within the Buckeye Union and Latrobe elementary school districts, and the El Dorado Union High School District. The proposed project would generate a demand for 100 K-5 seats and 25 seats in the Buckeye and Latrobe districts and 44 seats in the high school district. This would not substantially increase the public school student population exceeding current school capacity, and the applicant would be required to pay applicable fees at the time of building permit issuance. Impacts would be less than significant.

d. **Parks.** See subsection XV, Recreation, regarding parks.

e. **Other Public Facilities.** The proposed project population is estimated to be 575. This is not expected to result in the need for new or expanded public facilities such as libraries. Impacts would be less than significant.

FINDING: For the "Public Services" category, impacts would be less than significant, and no mitigation measures are required.

XV. RECREATION. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
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 Recreation 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-b. **Parks and Recreation Facilities.** The project is anticipated to add 575 residents to El Dorado Hills (see subsection XIII, Population and Housing), which would increase the demand on local neighborhood park facilities. El Dorado County will require the applicant pay park impact fees prior to issuance of building permit. Impacts would be less than significant. The proposed project would provide its own recreational facilities (pool, outdoor common area, bocce ball court, and clubhouse with fitness facilities and other amenities). It does not include recreational facilities that would be available for public use or that would be constructed for such use. There would be no impact.

FINDING: For the "Recreation" category, impacts would be less than significant, and no mitigation measures are required.

XVI. TRANSPORTATION/TRAFFIC. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		**X**			
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		**X**			
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?					**X**
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				**X**	
e. Result in inadequate emergency access?				**X**	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				**X**	

Discussion

A substantial adverse effect on Transportation/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.

As required by County policy, a traffic study was prepared to analyze the potential traffic impacts resulting from the project. The El Dorado Hills Town Center Apartments Transportation Impact Analysis (TIA) prepared by Fehr & Peers (2014) describes existing conditions and provides the analysis and conclusions relative to traffic impacts generated by the project. The TIA is included in this Initial Study (Attachment E). A scoping meeting was held with Caltrans staff on April 16, 2014. The TIA incorporates comments and information requested by Caltrans.

Existing Conditions

Roadway Network

Primary access to the project from US 50 is provided via the US Highway 50/El Dorado Hills Boulevard/Latrobe Road interchange. US Highway 50 (US 50) is an east-west freeway located south of the project site and is operated by Caltrans. Generally, US 50 serves the majority of El Dorado County's major population centers and provides regional connections to the west (i.e., Sacramento) and to the east (i.e., State of Nevada). In recent years, US 50 and interchanges within or proximate to the study area have undergone or are undergoing various improvements to enhance traffic operations. These improvements include: High Occupancy Vehicle (HOV) lanes east to Cameron Park Drive and modifications to the US 50/El Dorado Hills Boulevard Latrobe Road interchange westbound ramps (currently under construction) and ongoing construction of the US 50/Silva Parkway/Latrobe Road interchange. US 50 serves about 80,000 vehicles per day east of Latrobe/El Dorado Hills Boulevard. The US 50/El Dorado Hills Boulevard/Latrobe Road interchange is currently under construction to improve the westbound on- and off-ramps, add 1,000 feet of auxiliary lane to westbound US 50, and provide westbound ramp metering and a dedicated HOV on-ramp lane. Future improvements are planned for this interchange.

Construction of the new US 50/Silva Valley Parkway/White Rock Road interchange began in early 2014. Phase 1 will construct a new connection to US 50 with new signalized slip on- and off-ramps westbound and a slip off-ramp and loop on-ramp eastbound. The mainline will have an overcrossing for Silva Valley Parkway and will be improved to include eastbound and westbound auxiliary lanes between the US 50/El Dorado Hills Boulevard/Latrobe Road interchange and the new US 50/Silva Valley interchange. Completion of Phase 1 is scheduled for 2016. Phase 2 will construct a westbound loop on-ramp and eastbound slip on-ramp. The westbound loop on-ramp will begin the addition of an auxiliary lane that will continue westbound through the El Dorado Hills Boulevard interchange and terminate at the planned US 50/Empire Ranch interchange. The planned reconstruction of the US 50/Bass Lake Road interchange will add a westbound auxiliary lane between the Bass Lake Road and Silva Valley Parkway interchanges.

El Dorado Hills Boulevard is a north-south roadway that continues as Salmon Falls Road on the north and Latrobe Road on the south. The roadway is four lanes with a center median between Park Drive and Governor Drive. Between US 50 and Park Drive, the roadway section widens to three lanes northbound to accommodate vehicle demand near the US 50 interchange. El Dorado Hills Boulevard serves about 22,000 vehicles per day north of Wilson Boulevard. Project access points are proposed on El Dorado Hills Boulevard.

Latrobe Road is a north-south roadway and is the continuation of El Dorado Hills Boulevard south of US 50. Latrobe Road is six lanes near the US 50 interchange, narrows to four lanes south of White Rock Road, and eventually narrows to two lanes as it continues south to connect with State Route 16 in Amador County. Latrobe Road serves about 26,000 vehicles per day north of White Rock Road.

Park Drive is a two-lane local roadway serving the Raley's shopping center located in the northeast quadrant of the US 50/El Dorado Hills Boulevard interchange. Park Drive intersects El Dorado Hills Boulevard at two locations, opposite the new US 50 westbound loop off-ramp, and Saratoga Way. Park Drive serves about 6,000 vehicles per day east of El Dorado Hills Boulevard.

Saratoga Way is currently two lanes and extends west of El Dorado Hills Boulevard to Finders Way. Saratoga is planned as a four-lane divided arterial that will connect to Iron Point Road in Folsom. Saratoga Way serves about 3,000 vehicles per day west of El Dorado Hills Boulevard.

Silva Valley Parkway is a north-south roadway that generally runs parallel to El Dorado Hills Boulevard north of US 50. Silva Valley Parkway ranges from two lanes to four lanes with a center median within the study area. A new US 50
interchange at Silva Valley/White Rock Road is planned and included in the Cumulative conditions transportation analysis. The interchange project provides a realigned Silva Valley Parkway that will connect to the existing four-lane Silva Valley Parkway to the north and the existing two-lane White Rock Road on the south. A new signalized intersection will be installed where the new Silva Valley Parkway will intersect old White Rock Road on the south. Silva Valley Parkway serves about 9,300 vehicles per day north of US 50.

White Rock Road is the continuation of Silva Valley Parkway south of US 50. White Rock Road is a two- or three lane roadway until west of Latrobe Road where the cross section widens to four lanes. White Rock Road was recently widened east of Latrobe Road to Monte Verde Drive to accommodate four lanes, sidewalks, and Class II bicycle lanes. The General Plan identifies White Rock Road as a six lane divided road east of Latrobe Road and a four lane divided road west of Latrobe Road.

The US 50/Silva Valley Parkway/White Rock Road interchange will modify the roadway alignment and introduce a new signalized intersection at the intersection of White Rock Road/Existing Silva Valley Parkway/New Silva Valley Parkway. White Rock Road serves about 10,000 vehicles per day west of Latrobe Road.

Study Intersections and Freeway Segments

Based on consultation with County staff and Caltrans and the expected distribution of project trips, the TIA evaluated impacts at the following 11 intersections and two segments of US 50:

Existing/Planned Intersections

1. El Dorado Hills Boulevard/Saratoga Way/Park Drive
2. El Dorado Hills Boulevard/US 50 WB ramps
3. Latrobe Road/US 50 EB ramps
4. Latrobe Road/Town Center Boulevard
5. Latrobe Road/White Rock Road
6. White Rock Road/Winfield Way
7. White Rock Road/Post Street
8. White Rock Road/Vine Street/Valley View Parkway
9. Town Center Boulevard/Post Street (private intersection)
10. Silva Valley Parkway/US 50 WB ramps (cumulative + project conditions only)
11. Silva Valley Parkway/US 50 EB ramps (cumulative + project conditions only)

Freeway Facilities

US 50 WB – east of Silva Valley Parkway to Sacramento county line
US 50 EB – Sacramento County line to east of Silva Valley Parkway

Roadway Network Existing Conditions (Level of Service)

Intersections

An intersection that is operating at LOS E or better in a Community Region is considered to operate at an acceptable level (General Plan Circulation Policy TC-Xd). Construction is ongoing at the US 50/El Dorado Hills Boulevard interchange. Field observations conducted during the AM and PM peak periods identified extensive vehicle queuing near the US 50/El Dorado Hills Boulevard interchange, with the longest queues southbound during the AM peak hour and northbound during the PM peak hour. The El Dorado Hills Boulevard/Saratoga Way/Park Drive intersection (Intersection #1) operates at LOS F during the AM peak hour. Poor operation is due to the interim (i.e., temporary) intersection improvements at the interchange associated with the ongoing construction. Vehicle queuing and inefficient vehicle progression results in LOS F operations. All other eight existing intersections operate at LOS E or better in both AM and PM peak hour.

Freeway Segments

The US 50 eastbound and US 50 westbound segments in the TIA study area currently operate acceptably.

Bicycle and Transit Facilities

Bicycle network improvements exist and/or are planned within the study area, including El Dorado Hills Boulevard, Latrobe Road, Bass Lake Road and Old Bass Lake Road, Saratoga Way extension, bike path parallel to US 50 on the north side between El Dorado Hills Boulevard and Bass Lake Road, Silva Valley Parkway, among others. A pedestrian overcrossing of US 50 is planned just east of the El Dorado Hills interchange.

Based on ridership data presented in the El Dorado Hills Community Transit Needs Assessment and US 50 Corridor Transit Operations Plan Final Report, 41,760 annual commute trips are made by El Dorado Hills residents using El Dorado Transit Commuter Service. Residents of El Dorado Hills account for about 72 percent of boardings at the El Dorado Hills Park-n-Ride lot (located in Town Center), which includes riders that park in the lot and riders that use other means to access the service (i.e., walk, bike, and drop-off). Therefore, about one annual commute trip is generated per El Dorado Hills resident, assuming a population of 42,100 (2010 Census) in El Dorado Hills.

Project and Cumulative Impacts

a,b. **Traffic Increases, Levels of Service Standards.** Occupancy of the proposed project would result in an increase in vehicle trips in the project area (128 AM peak hour trips and 127 PM peak hour trips external to Town Center). The TIA assumed travel to/from the north on El Dorado Hills Boulevard would account for approximately 8 percent of project travel. Travel to/from the east and west on White Rock Road would also be approximately 8 percent. About 20 percent of project travel would have an origin/destination south of White Rock Road. The remaining trips (and largest percentage) would be on US Highway 50.

Existing Plus Project Impacts

Intersections

The TIA concluded that project-generated traffic would result in potential impacts at the following intersections under existing plus project conditions:

- El Dorado Hills Boulevard/Saratoga Way/Park Drive (Intersection #1) – this intersection operates at LOS F without the project. Based on the County's impact significance criteria, the project is projected to "significantly worsen" conditions because it would add more than 10 trips to the intersection during the AM and PM peak hours. This is a significant impact.

- El Dorado Hills Boulevard/US 50 WB ramps (Intersection #2) – this intersection operates at LOS E without the project. The proposed project would result in unacceptable LOS F conditions during the AM peak hour. This is a significant impact.

The unacceptable operations at El Dorado Hills Boulevard / Park Drive / Saratoga Way (Intersection #1) are due primarily to poor lane utilization on northbound El Dorado Hills Boulevard and Latrobe Road during construction. Intersection improvements, which are currently being implemented, will be completed in summer 2014, prior to development of the proposed project. Therefore, payment of traffic impact mitigation (TIM) fees will mitigate this impact by requiring the project's fair-share obligation towards this improvement, which would reduce the impact to less than significant.

Implementation of the US 50/El Dorado Hills Boulevard interchange improvements would result in acceptable LOS E or better operations at the El Dorado Hills Boulevard/US 50 WB Ramps intersection during the AM and PM peak hours. Unacceptable operations at this intersection are due primarily to poor lane utilization on northbound El Dorado Hills Boulevard and Latrobe Road during construction. Intersection improvements, which are currently being implemented, will be completed in summer 2014, prior to development of the proposed project. Therefore, payment of TIM fees will mitigate this impact by requiring the project's fair-share obligation towards this improvement, which would reduce the impact to less than significant.

Mitigation Measures

MM TR-1 *The applicant shall pay fair-share TIM fees towards improvements associated with the El Dorado Hills Boulevard / Park Drive / Saratoga Way (Intersection #1) improvements.*

Monitoring Responsibility: Transportation Division

Monitoring Requirement: Prior to issuance of building permit, the County shall ensure TIM fees have been paid.

MM TR-2 *The applicant shall pay fair-share TIM fees towards improvements associated with the El Dorado Hills Boulevard/US 50 WB ramps (Intersection #2) improvements.*

Monitoring Responsibility: Transportation Division

Monitoring Requirement: Prior to issuance of building permit, the County shall ensure TIM fees have been paid.

Freeway Segments

All study area freeway segments would operate acceptably under existing plus project conditions. Impacts would be less than significant, and no mitigation measures are required.

Cumulative Plus Project Impacts

Traffic volume forecasts for cumulative conditions with and without the project for future year 2035 were estimated using the El Dorado County traffic model. The model takes into account to include planned (and funded) roadway improvements consistent with the Sacramento Area Council of Government (SACOG) Metropolitan Transportation Plan (MTP) and the County's Capital Improvement Program (CIP), land use growth consistent with the 2004 General Plan, and with approved and reasonably foreseeable projects in the study area (Bass Lake Hills Specific Plan, Cameron Estates, Carson Creek Specific Plan, Dixon Ranch, Central El Dorado Hills Specific Plan, Lime Rock Valley Specific Plan, Promontory, Rancho Diablo, Ridgeview, San Stino residential project, Serrano, Tilden Park, and Valley View Specific Plan).

Intersections

All study area intersections would operate acceptably under cumulative plus project conditions. Two intersections would operate at LOS F (with or without the project under cumulative conditions) are:

- El Dorado Hills Boulevard / Park Drive / Saratoga Way (Intersection #1) – This intersection would operate unacceptably at LOS F without or with the proposed project during the PM peak hour. Implementation of the proposed project would result in fewer trips using the intersection during the AM and PM peak hour compared to the land use currently approved for the project site. Although the intersection would continue to operate at LOS F, the reduced volume would result in lower delay with the proposed project, which would be a benefit of the project. Based on the County's impact threshold, this would be a less than significant impact, and no mitigation measures are required. In addition, as an urban residential infill project, the project would be consistent with General Plan Circulation Element Goal 3, which seeks to reduce travel demand on the County's road system and maximize the operating efficiency of transportation facilities, thereby reducing the quantity of motor vehicle emissions and the amount of investment required in new or expanded facilities.

- Latrobe Road / Town Center Boulevard (Intersection #4) – This intersection would operate unacceptably at LOS F without or with the proposed project during the PM peak hour. Implementation of the proposed project would result in fewer trips using the intersection during the PM peak hour compared to the land use currently approved for the project site, which would be a benefit of the project. The reduced volume would result in about the same

delay (slightly lower) with the proposed project. Based on the County's impact threshold, this would be a less than significant impact, and no mitigation measures are required.

Freeway Segments

All but one study area freeway segment would operate acceptable under cumulative plus project conditions. The El Dorado Hills on-ramp to Empire Ranch off-ramp weave section would operate at LOS F in the AM peak hour, which exceeds the County's threshold. This is a significant impact. Implementation of the following mitigation measure would reduce this impact to less than significant.

Mitigation Measure

The County's CIP identifies the Latrobe Road Connection (CIP Project Number 66166) as a four-lane roadway. The Latrobe Road connection is in the County's CIP; however, specific design characteristics are not known at this time, and the TIA conservatively assumed the Latrobe Road Connection as a two-lane facility. This connection will improve accessibility for planned development south of US 50 and provide an alternative to the US 50/El Dorado Hills Boulevard Interchange and US 50 between El Dorado Hills Boulevard and Empire Ranch Road. Because the Latrobe Road Connection is in the County's CIP, payment of traffic impact mitigation fees will satisfy the project's fair share obligation towards improvements at this intersection. This would reduce the impact to less than significant.

MM TR-3 *The applicant shall pay fair-share TIM fees towards improvements associated with CIP improvements.*

Monitoring Responsibility: Transportation Division

Monitoring Requirement: Prior to issuance of building permit, the County shall ensure TIM fees have been paid.

c. **Air Traffic.** The project would not result in a change in established air traffic patterns for publicly or privately operated airports or landing field in the project vicinity. There are no public or private airports within 2 miles of the project site, and it is not within an airport land use plan boundary. There would be no impact.

d. **Design Hazards.** The existing roadway network that provides access to the project would not be modified, and no new roadways would be constructed. Driveways that provide access to the apartment complex were located to minimize hazards. Impacts would be less than significant.

e. **Emergency Access.** The El Dorado Hills Fire Department has reviewed the proposed project and will require all access roadways and fire hydrant systems be installed and in service prior to any combustibles being brought onto the site. Project conditions of approval will require the project landscaping plan to be revised to remove trees proposed to be adjacent to the Fire Apparatus Access road on the west side of the project site that would impede fire apparatus access when fully grown. An emergency access connection would be provided between Town Center Boulevard and Mercedes Lane. Impacts would be less than significant.

f. **Alternative Transportation.** Implementation of the proposed project would increase demand for pedestrian and bicycle facilities. The project is located in the Town Center Specific Plan, which is a mixed-use development. The project's draft Residential Design Guidelines and Development Standards (RDGDS, included as Attachment A) requires a pedestrian promenade with continuous street trees on Town Center Boulevard, and pedestrian connections will be provided to and from other areas of Town Center East along Town Center Boulevard.

Placing the project near jobs and service will encourage walking and bicycling for trips that would ordinarily be made by auto if the project would located in a more remote location further from jobs and services. The project would connect to existing bicycle and pedestrian facilities in the Town Center and would be located near the planned pedestrian overcrossing of US 50 (just east of the El Dorado Hills Interchange.

Implementation of the proposed project also would increase demand transit. According to the TIA, the project could result in demand for about 650 annual commute trips (assuming a household population of 2.6 persons), or about 3 commute trips per weekday. This increase represents less than a 2 percent increase in El Dorado Transit Commuter Service, which is generally in line with historic population growth rates in El Dorado County. Consequently, the growth in these trips would not likely exceed the ability to serve this ridership growth through existing funding sources for transit that are tied to population growth. Project residents accessing the El Dorado Transit Commuter Service would likely walk to the El Dorado Hills park-n-ride lot, which is located at the corner of Post Street and White Rock Road (approximately one-quarter mile from the apartment complex). Consequently, implementation of the proposed project would not likely increase demand for the El Dorado Hills park-n-ride lot, which operates at capacity. Impacts would be less than significant.

FINDING: For the "Transportation/Traffic" category, the proposed project would result in two project-level intersection impacts and one cumulative freeway segment impact. These impacts can be reduced to less-than-significant levels through payment of TIM fees at issuance of building permit (mitigation measures MM TR-1 through MM TR-3).

XVII. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Impact for Which TCE Environmental Evaluation is Sufficient	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?					**X**
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		**X**			
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				**X**	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				**X**	
e. Result in a determination by the wastewater treatment provider that 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**	
h. Require or result in the construction of new energy production or transmission facilities, or expansion of existing facilities, the construction of which could cause a significant environmental impact, or result in inefficient, wasteful, or unnecessary consumption of energy?				**X**	

Discussion

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

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

a-e. **Potable Water, Wastewater, and Storm Drainage.** The proposed project would include installation of water, sewer, and storm drainage lines on-site and connection to existing facilities in adjacent roadways (see Exhibits 8 and 9).

Water. The El Dorado Irrigation District (EID) has estimated the project would require 191.50 equivalent dwelling unit (EDUs) of water supply (approximately 106 acre-feet/year). As of 2013, EID currently has 4,687 EDUs available in the El Dorado Hills Water Supply Region. EID would provide service to the project contingent upon the following, which would be conditions of the project: the availability of uncommitted water supplies at the time service is requested; approval of an extension of facilities application by EID; approval of a facility plan report by EID; executed grant documents for all required easements; approval of facility improvement plans by EID; construction by the developer of all on-site and off-site proposed water facilities; acceptance of these facilities by EID; and payment of all EID connection costs. At this time, no new or expanded treatment facilities or water supply entitlements are anticipated to be needed. Impacts would be less than significant.

Wastewater. EID has estimated the project would require 187.5 EDUs of sewer service (approximately 0.034 million gallons per day [mgd]) average dry weather flow. Wastewater generated by the project would be conveyed to El Dorado Irrigation District (EID) sewer facilities. Wastewater would be domestic wastewater, which would be treated by EID at facilities that operates in accordance with wastewater treatment requirements of the Central Valley Regional Water Quality Control Board.

There is an 8-inch gravity sewer line adjoining the southern property line in Town Center Boulevard. EID indicates that the sewer line has adequate capacity as of April 2014. There is a service stub along the southern property line. In order to receive service from the line, an extension of existing facilities of adequate size would need to be constructed. The 8-inch line discharges into an 18-inch El Dorado Hills Boulevard (EDHB) trunk gravity sewer line in the vicinity of White Rock Road and Post Street. According to EID, several sections of the 18-inch line may not have adequate capacity to serve the proposed project. These sections of the EDHB trunk sewer have been identified for potential upsizing in EID's current Wastewater Facilities Master Plan. EID is conducting a flow monitoring and capacity analysis of the EDHB trunk sewer. Results of the analysis are expected in a few months. As a result of this analysis, recommended capacity improvements and the timing of implementation will be included in EID's 5-year Capital Improvement Plan (CIP), subject to EID Board of Directors approval.

Because capacity in the 18-inch line may be inadequate to accommodate project-generated flows, this is considered a potentially significant impact. However, implementation of the following mitigation measure would reduce this impact to a less-than-significant level by ensuring the applicant contributes fair-share funding towards the planned CIP improvement for the 18-inch line.

Mitigation Measures

MM UT-1 *The applicant shall pay fair-share fees towards the planned CIP improvement for the EDHB trunk sewer line improvement, and associated EID connection costs.*

Monitoring Responsibility: *Planning Services*

Monitoring Requirement: Prior to issuance of building permit, the County shall ensure fair-share fees have been paid. Prior to certificate of occupancy, final confirmation of adequate capacity in the EDHB trunk line to accommodate the project shall be provided to the County.

Storm Drainage. The project would construct buildings, a central parking structure with driveway access, sidewalks and other hardscaping. The project site is currently vacant and undeveloped. The project would increase the amount of impervious surface at the project site up to a maximum of 80 percent. The increase in impervious surface would change the rate and volume of stormwater runoff from the project site. A preliminary drainage plan has been prepared for the project and is shown in Exhibit 9.

The El Dorado County Community Development Agency Transportation Division (EDCDT) has reviewed the proposed design and will require the project to implement the following standard conditions to address storm drainage impact:

- Drainage Study/SWMP Compliance. The applicant shall provide a drainage report at time of improvement plans or grading permit application, consistent with the Drainage Manual and Stormwater Management Plan (SWMP), which addresses stormwater runoff increase, impacts to downstream facilities and properties, and identification of appropriate stormwater quality management practices to the satisfaction of the EDC CDA. The Drainage Study must demonstrate the project has adequate existing and proposed storm drain facilities.

- Drainage Easements. The site plans shall show drainage easements for all on-site drainage courses and facilities and shall be included on improvement plans.

Implementation of these conditions would ensure a storm drainage facilities are adequate to accept project flows. It is anticipated storm drain improvements would be on-site, with connections to existing points of connection in adjacent roadways. The environmental impacts of installing storm drain improvements have been addressed within the scope of the analysis presented in this checklist. Impacts would be less than significant.

f,g. **Solid Waste.** The proposed project would generate solid waste during construction and occupancy. County EMD has stated he project would be required to comply with CALGreen Section 5.408, which requires that a minimum of 50 percent of non-hazardous construction waste is recycled or salvaged for reuse, or meet the local construction and demolition (C&D) waste management ordinance, whichever is more stringent. The applicant estimates occupancy of the project would generate approximately 125 cubic yards of solid waste per week (6,500 cubic yards per year), which would not represent a substantial contribution to the waste stream at the County's Material Recovery Facility (MRF) or landfills where County-generated waste is disposed. Further, the County operates a comprehensive recycling program, which would reduce the amount of solid waste. Impacts would be less than significant.

e. **Energy**. The adopted TCE Environmental Evaluation identified PG&E as the provider of natural gas and electric service, noting that these services have been planned and programmed into the plan and are not expected to be affected by TCE development. The proposed project would not require the construction of new or expanded energy transmission facilities.

Occupancy of the proposed project would result in the long-term consumption of electricity and natural gas. The project includes several design features consistent with state energy-conservation programs, which are identified in the project's Residential Design Guidelines and Development Standards (RDGDS). Section 3.8 (Green Building Standards) requires the project to comply with CALGreen and the goals of AB 32 and SB 375, which address greenhouse gases/climate change. In addition, the RDGDS Section 2.6.4 (Heat Island Mitigation) provides that plazas or other hardscape areas and other potential "heat islands" should be mitigated by trees, vegetation, and other landscape screening/shading devices to reduce heating and cooling energy use, among other benefits. Similarly, Section 2.6.5 (Strategic Climate Control) identifies the use of strategic shading techniques, plant selection, plant placement and use of deciduous tree species in the landscape to reduce solar heat gain in the summer and maximize passive solar warming in winter months, especially for lower floor units of the project. Strategic planting and structure shading around buildings and other project areas would create south and west-facing shade during hot seasons and allow sunlight in during cool seasons.

Section 2.1.1 of the RDGDS (Sustainable Design) encourages buildings design to minimize energy use. Mitigation Measure MM AQ-1, reproduced below, will require the project to include the following features.

1. Exceed Title 24 standards by 10 percent
2. Install High Efficiency Lighting
3. Install Energy Efficient Appliances
4. Use only Natural Gas Hearths (No Wood Product)
5. Install Low Flow Bathroom Faucet
6. Install Low Flow Kitchen Faucet
7. Install Low Flow Toilet
8. Install Low Flow Shower
9. Use Water Efficient Irrigation System
10. Provide electric vehicle charging facilities in garage complex
11. Provide bicycle storage with convenient access

In addition, the RDGDS indicates roof colors and materials that meet or exceed Energy Star requirements should be used to reduce the heat island effect. Landscape lighting would be designed for energy efficiency.

With implementation of the residential design guidelines and development standards and mitigation measure MM AQ-1, the proposed project would not result in inefficient, wasteful, or unnecessary consumption of energy. Impacts would be less than significant, and no additional mitigation measures beyond MM AQ-1 are required.

FINDING: For the "Utilities/Service Systems" category, one potentially significant impact regarding wastewater conveyance line capacity was identified. This impact can be mitigated to less than significant through implementation of mitigation measure MM UT-1. There would be no significant water supply, storm drainage, solid waste, or energy impacts, and no mitigation measures are required for those utilities/services.

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

Discussion

a. No substantial evidence contained in the project record has been found that would indicate that this project would have the potential to significantly 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 California history or pre-history. All potentially significant impacts from the project would be mitigated to less than significant through project design of the project, mitigation measures identified in this checklist, and County-required standard conditions that would be implemented with the grading and building permit processes and/or any required project specific improvements.

b. Cumulative impacts are defined in Section 15355 of the California Environmental Quality Act (CEQA) Guidelines as two or more individual effects, which when considered together, would be considerable or which would compound or increase other environmental impacts.

The project would not involve development or changes in land use that would result in an excessive increase in population growth. Impacts due to increased demand for public services associated with the project would be offset by the payment of fees as required by service providers to extend the necessary infrastructure services. The project would not contribute substantially to increased traffic in the area and would not require a significant increase in the wastewater treatment capacity of the County.

The project would result in the generation of greenhouse gases, which could contribute to global climate change. However, as described in subsection VII, Greenhouse Gas Emissions, above, the project's contribution would not be cumulatively considerable Further, , as conditioned and mitigated, the project would not contribute to adverse impacts on aesthetics, air quality, biological resources, hydrology and water quality, noise, transportation, or utilities, .

c. All impacts identified as potentially significant in this Mitigated Negative Declaration would be less than significant with mitigation incorporated. Therefore, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings either directly or indirectly. Impacts would be less than significant.

FINDING: It has been determined that the proposed project would not result in significant environmental impacts that cannot be avoided, reduced, or minimized. The project would not exceed applicable environmental standards, nor significantly contribute to cumulative environmental impacts.

EXHIBITS

Exhibit 1 .....Vicinity Map
Exhibit2 .....Photographs of Project Site
Exhibit 3 .....Illustrative Site Plan
Exhibit 4 .....Preliminary Site Plan Detail
Exhibit 5 .....Building Elevations
Exhibit6 .....Preliminary Landscape Plan
Exhibit 7 .....Preliminary Open Space Plan
Exhibit 8 .....Preliminary Utility Plan
Exhibit 9 .....Preliminary Drainage Plan

ATTACHMENTS (included on CD in the back of this Initial Study)

Attachment A.....Draft Residential Design Guidelines and Development Standards
Attachment B.....Modified Development Standards
Attachment C.....Air Quality/Greenhouse Gas Emissions Analysis
Attachment D.....Noise Analysis
Attachment E.....Traffic Impact Assessment

SUPPORTING INFORMATION SOURCE LIST

California Air Resources Board (CARB). 2012. El Dorado County AQMD List of Current Rules. http://www.arb.ca.gov/drdb/ed/cur.htm.

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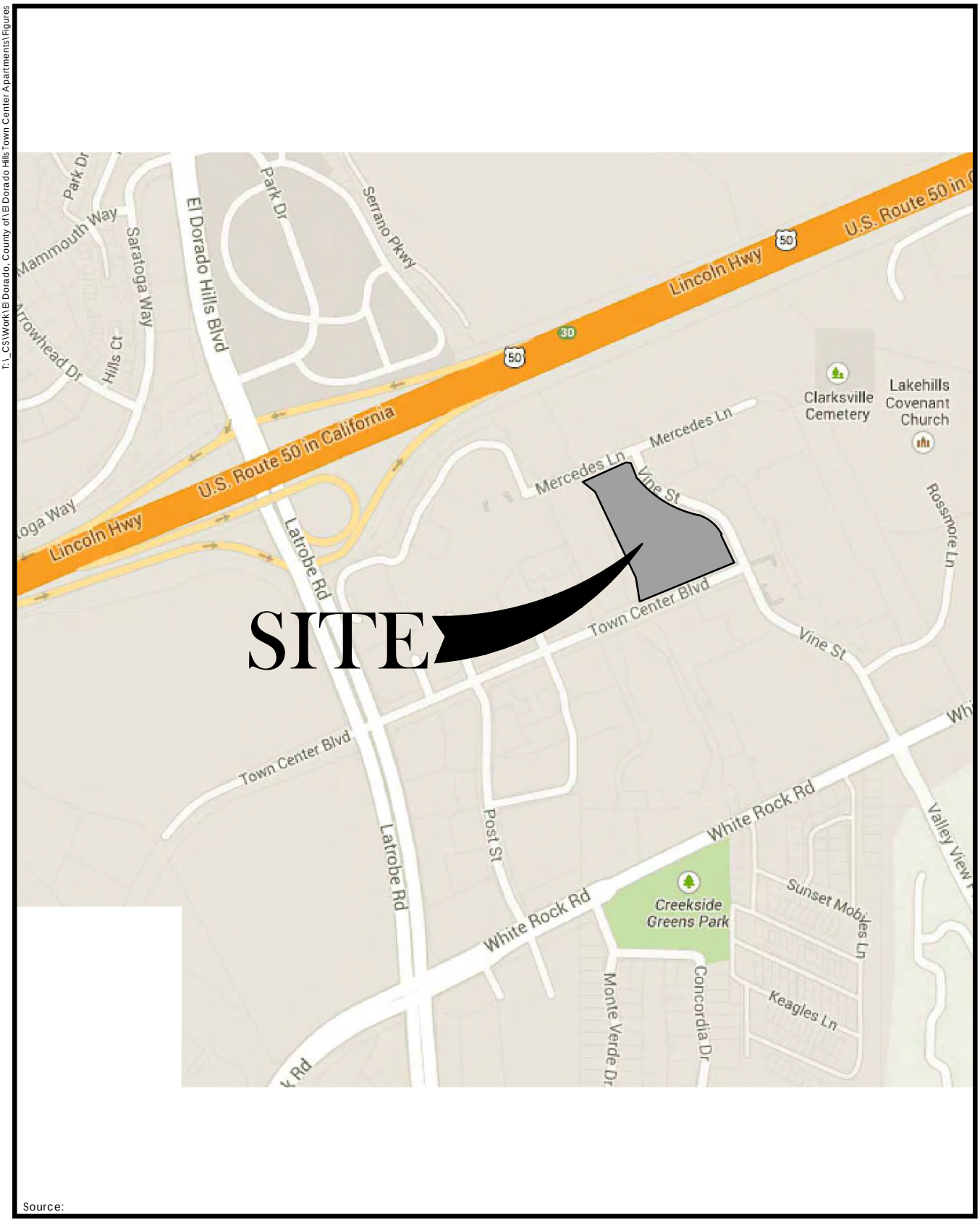

Source:

Not to scale

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Exhibit 1

Vicinity Map

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View of Project Site from Town Center Boulevard

View of Project Site from Vine Street

Source: PMC 2014

Exhibit **2**
View of Project Site

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Source: A.G. Spanos Companies

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Exhibit 3
Illustrative Site Plan

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PRELIMINARY SITE PLAN

EL DORADO HILLS APARTMENTS

TOWN CENTER
EL DORADO COUNTY, CA

PROPERTY DESCRIPTION

ADDRESS:	TOWN CENTER BLVD EL DORADO HILLS, CA EL DORADO COUNTY
APN:	121-290-60-100, 121-290-61-100, & 121-290-62-100
PROPERTY AREA:	4.565 AC (198,862 SF)

BUILDING DESCRIPTION

±227,297 SF 4-STORY APARTMENT BUILDING

STUDIO UNITS	24
ONE-BEDROOM UNITS	131
TWO-BEDROOM UNITS	95
TOTAL UNITS	250

PARKING SUMMARY

GARAGE STALLS	433
ON-SITE (EXCLUSIVE)	4
ON-SITE ACCESSIBLE (EXCLUSIVE)	1
TOTAL PROPOSED	438

TOTAL REQUIRED (Zoning Code)

1.6 STALLS PER 1-BEDROOM/STUDIO	248
2 STALLS PER 2-BEDROOM	190
TOTAL	438

RETAIL/COMMERCIAL
APN: 121-290-55-100

RETAIL/COMMERCIAL
APN: 121-290-28-100

RETAIL/COMMERCIAL
APN: 121-290-41-100

RETAIL/COMMERCIAL
APN: 121-290-49-100

RETAIL/COMMERCIAL
APN: 121-280-04-100

APN: 121-290-46-100

TOWN CENTER LAKE
APN: 121-290-14-100

VINE STREET (PRIVATE)

MERCEDES LANE (PRIVATE)

TOWN CENTER BLVD (PRIVATE)

4-STORY APARTMENT BLDG

4-STORY APARTMENT BLDG

5-LEVEL PARKING GARAGE

RETAINING WALL

STREET WIDENING FOR LOADING ZONE

EXISTING FIRE HYDRANT

STAIRS

SEAT WALL

FIRE PIT

RAMPS

BBQ

SHADE ARBOR

VISITOR ACCESS KEYPAD

ENHANCED PAVEMENT

BOCCE BALL

BOCCE BALL

CABANAS

POOL

SPA

BENCH

BAR

PROPOSED FIRE HYDRANT

RETAINING WALL W/ HIGH FENCE

25' EMERGENCY VEHICLE ACCESS w/ TURF BLOCK

EMERGENCY VEHICLE ACCESS w/ TURF BLOCK

32' WELL ESMT

RECONSTRUCTED FOR EMERGENCY VEHICLE ACCESS

PROJECT INFORMATION

OWNER
TRADEWINDS LODGE A CA GP
2930 ARDEN WAY #1
SACRAMENTO, CA 95825

DEVELOPER/APPLICANT
A.G. SPANOS COMPANIES
8890 TRINITY PARKWAY, 5TH FLOOR
STOCKTON, CA 95219
ATTN: ALEXANDROS ECONOMOU
209-908-7994

PLANNER/ENGINEER
TSD ENGINEERING, INC
31 SATOMA STREET, SUITE 160
FOLSOM, CA 95630
ATTN: CHRIS SCHULTE
916-608-6707 x 101

ARCHITECT
KEPHART
2555 WALNUT STREET
DENVER, CO 80205
ATTN: MAX REINER
303-832-4474 x 7143

LANDSCAPE ARCHITECT
OMNI-MEANS, LTD
941 RESERVE DRIVE, SUITE 100
ROSEVILLE, CA 95678
ATTN: SCOTT ROBERTSON
916-782-8888

SITE ELECTRICAL
CAPITOL CITY DESIGN, INC.
1351 CEBRIAN STREET
WEST SACRAMENTO, CA 95691
916-373-0133
ATTN: TONY BAKER

Source: TSD Engineering, Inc.

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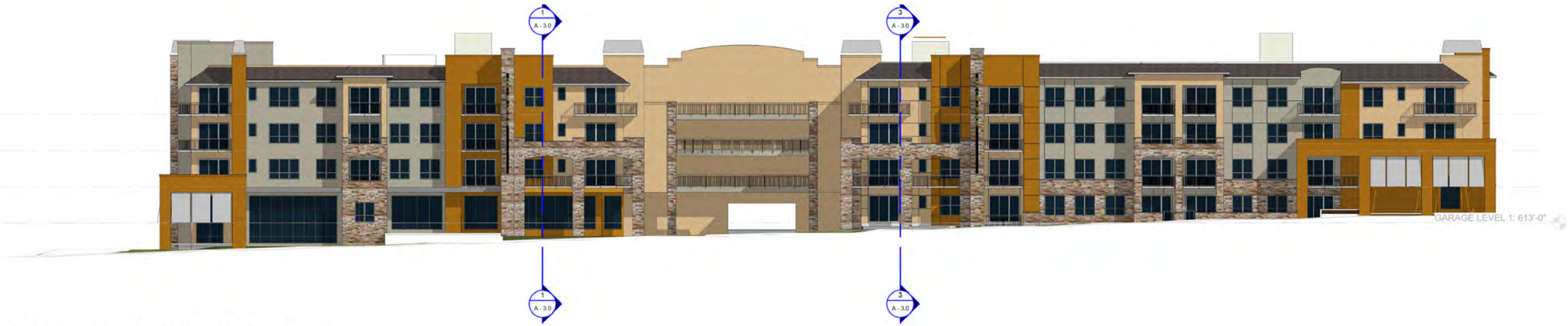
Exhibit 4
Preliminary Site Plan Detail

PMC



1 TOWN CENTER BLVD ELEVATION
1/16" = 1'-0"

MATERIAL LEGEND

STONE VENEER

STUCCO A

STUCCO B

STUCCO C

COMPOSITE SHINGLE ROOFING

2 CORNER OF TOWN CENTER & VINE

Source: A.G. Spanos Companies,

Exhibit 5a

Elevation - Town Center Boulevard

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1 MERCEDES & GREENBELT

2 TOWN CENTER & GREENBELT

MATERIAL LEGEND

- STONE VENEER
- STUCCO A
- STUCCO B
- STUCCO C
- COMPOSITE SHINGLE ROOFING

Source: A.G. Spanos Companies,

Exhibit 5b

Elevation - Mercedes Lane and Town Center Lake

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1 VINE ST. & MERCEDES

MATERIAL LEGEND

STONE VENEER

STUCCO A

STUCCO B

STUCCO C

COMPOSITE SHINGLE ROOFING

2 VINE ST

Source: A.G. Spanos Companies, Kephart

Exhibit 5c

Elevation - Vine Street

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GENERAL LANDSCAPE DESIGN NOTES

The design of the landscape / irrigation system is intended to meet the State of California's Landscape Water Conservation Model Ordinance. Toward this end, the project will include the following best practices:

1. High water use lawn grass area, will be limited to not more than 50% of the landscape, and shall be irrigated by a low volume pop-up rotary system.
2. Plant materials will be selected based on their proposed location and micro-climate expectations.
3. Hydrozone irrigation techniques will be incorporated.
4. The plant palette will utilize at least 60% native California or low water use plant materials appropriate to the climate zone region.
5. Common area and perimeter area landscape irrigation will consist of a combination of water conserving low volume rotary sprays (where appropriate in large ground cover areas), traditional drip irrigation, and/or an in-line drip irrigation system.
6. All electronic irrigation valves shall be connected to an automatic "SMART" irrigation control system.
7. The irrigation system shall be designed to meet the most current State and local agency water conservation policies / standards.

Source: Omni Means Engineering Planners

PRELIMINARY LANDSCAPE NOTES

(notes associated with letter callouts on the plan view)

A. INTERIOR COURT YARD

This area will be relatively shady during most of the day requiring the plant materials to be sustainable under low light. Toward that end, the design theme for this area is "woodland" in nature consisting of bold leaf shrubs / perennials, ornamental grasses, and flowering plants or variegated leaf plants to introduce color. In an effort to reduce the scale of the parking garage as seen from the surrounding units, tall evergreen trees are proposed along the garage. Other trees within the court yard include varieties of Japanese Maples, Dogwoods, a columnar Maple, and a grove of Birch with an under-story of Big Blue Lily turf.

Amenities in this area include a fire pit with built in seating on two sides, an arbor area denoting a BBQ / dining area, and a patio area allowing for informal seating and table arrangement.

B. VINE STREET AND MERCEDES LANE PERIMETER

The north and east perimeter of the project provide narrow landscape areas between the building structure and the existing sidewalks. In some areas the sidewalk area is elevated above the ground floor units. In these areas a retaining wall will support the elevation change, creating upper and lower landscape areas. Low to medium water use trees, shrubs, perennials, and ground covers will be placed to buffer the ground floor units for the public street and provide textural interest and color. A dominant streetscape tree (Autumn Blaze Maple) will provide a vertical edge around this perimeter of the project.

C. BOCCE COURT AREA

This west facing landscape space is intended to provide for a Bocce Court(s) recreational amenity and BBQ/Dinning area. The surrounding landscape area will consist of low to medium use trees, shrubs, perennials, and ground covers that are sustainable under high heat and reflective heat conditions. A lawn grass area provides opportunities for passive informal recreation (IE ball toss, Frisbee, etc.) and lounging. A mixture of flowering and evergreen trees are included to provide visual interest and vertical height in this area dominated by the apartment building structure on three sides.

D. NATURAL TRANSITION AREA LANDSCAPE

This area consists of the landscape between the emergency vehicle access lane and the pathway along the Town Center Lake. A sloped condition will be planted with native Oak and Western Red Bud trees, under-story plantings will consist of drought tolerant / compatible native shrubs, ground covers and ornamental grasses.

E. EMERGENCY VEHICLE ACCESS LANE

The EVA lane will consist of "turf block" planted with "UC Verde Buffalo Grass" or "No Mow low water use grass". These type of grasses are special hybrid buffalo grasses specifically created to be cut as a lawn grass or left longer as a meadow grass. There low water needs and high heat tolerance will provide a transition area between the native landscape area and the more ornamental landscape around the apartment complex.

F. POOL AREA LANDSCAPE

The pool area is designed to provide multiple areas of recreation and lounging. Entry to the pool area will be from two locations, 1) the main lobby area (elevation 611') and the club house area (elevation 607'). The pool and spa area will be located at elevation 609' . The surrounding ground floors of the apartment building vary between elevation 611', 613' and 607'. Stairs will provide regular access between the the elevation differences, with ramps both inside the club house and out side the club house providing accessibility for all.

The lower level area associated with the club house will include a fire pit / lounge area, BBQ arbor area, and are for informal seating and table setup for resident events. The pool area is also access controlled by a gates and low fencing in order to control the hours of use while still allowing the outdoor lounge fire pit area (next to the clubhouse) to be active "after hours".

Plant materials utilized around the pool are selected for their compatibility with the pool (low maintenance, cleanliness, soft texture, color, etc.) and low to medium water use. Palm trees will be the dominant tree material with smaller flowering trees providing interest and color. A Mediterranean plant palette will primarily be used in this area. A small lawn grass area will provide for lawn lounging. Tent cabanas and umbrellas will provide opportunities for shade.

The western perimeter of the pool area will consist of a 5-ft low fence on top of a 2-ft. retaining wall to provide the required safety / security between the EVA lane and the pool area. A gated access into the EVA area is provided near the clubhouse.

G. TOWN CENTER BOULEVARD PERIMETER LANDSCAPE

The perimeter landscape along Town Center Boulevard consists primarily of narrow planters both raised and at ground level.These planters will be treated with pedestrian friendly plants and a small scale broad leaf evergreen tree. Existing trees in planters along the street will remain. Potted container plants will also be spotted in and around the main entry to the project garage and leasing office.

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Exhibit 6

Preliminary Landscape Plan

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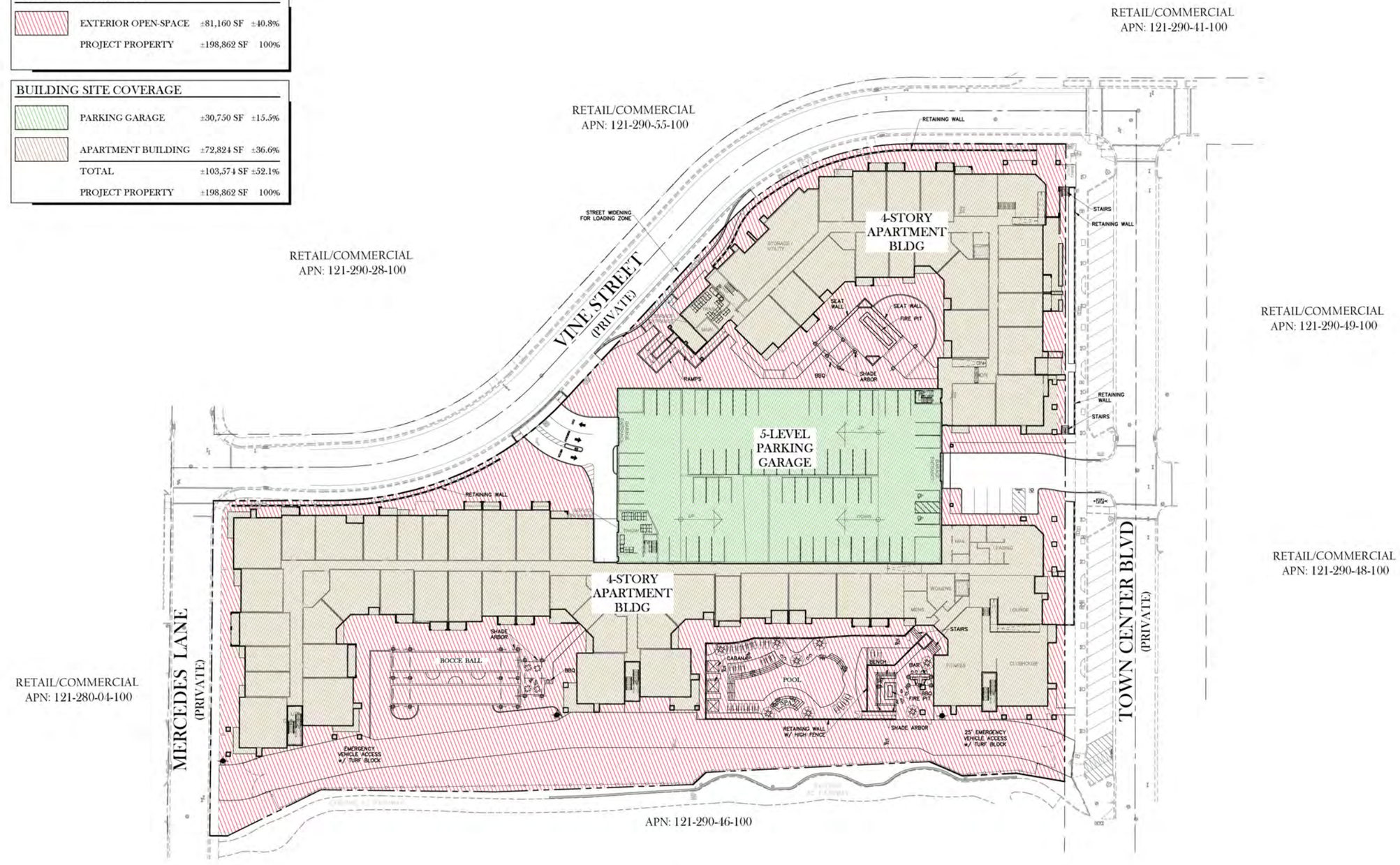
OPEN SPACE LEGEND			
	EXTERIOR OPEN-SPACE	±81,160 SF	±40.8%
	PROJECT PROPERTY	±198,862 SF	100%

BUILDING SITE COVERAGE			
	PARKING GARAGE	±30,750 SF	±15.5%
	APARTMENT BUILDING	±72,824 SF	±36.6%
	TOTAL	±103,574 SF	±52.1%
	PROJECT PROPERTY	±198,862 SF	100%



Source: TSD Planning, Inc.

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Exhibit 7

Preliminary Open Space and Buidling Coverage

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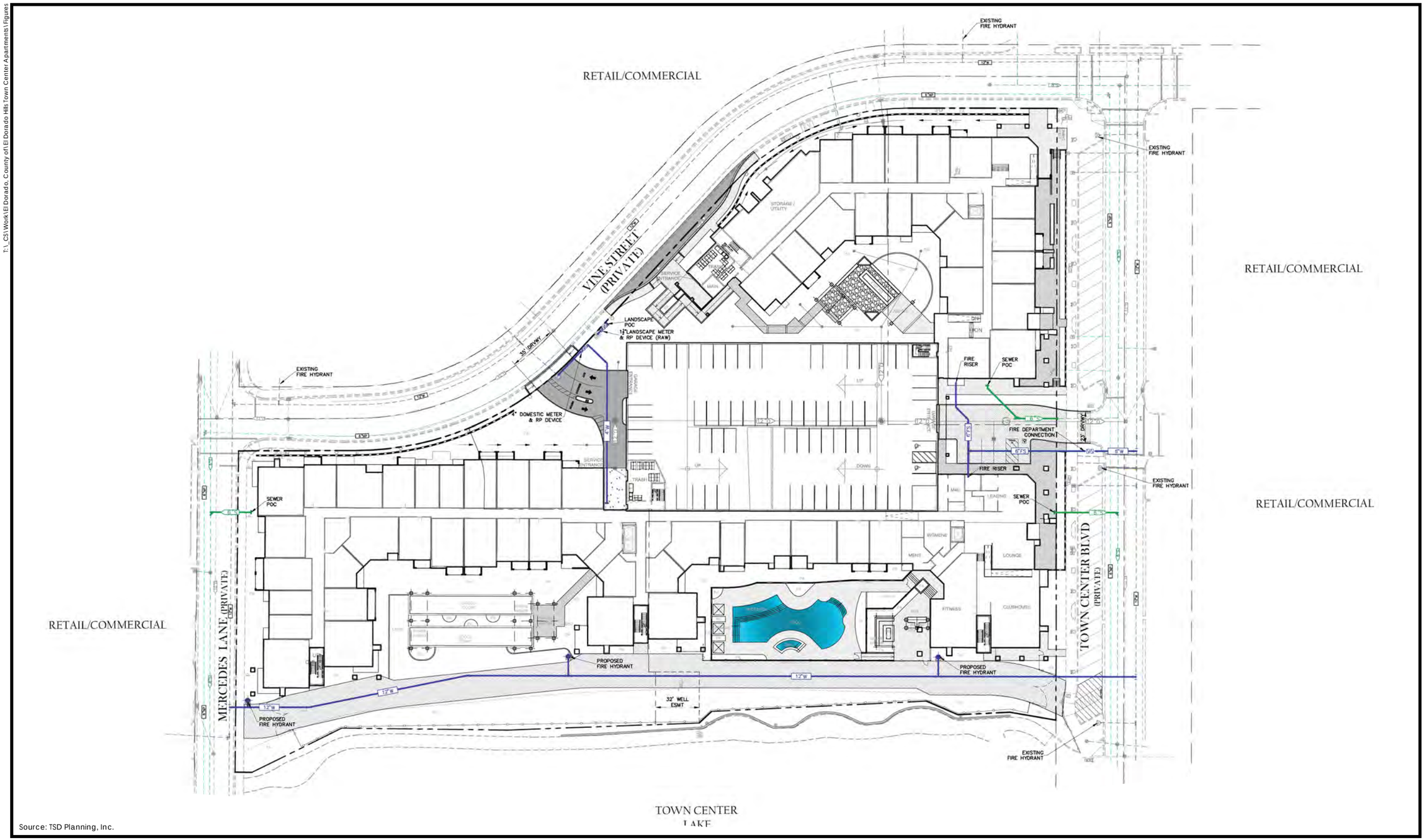

Source: TSD Planning, Inc.

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Exhibit 8
Preliminary Utility Plan

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RETAIL/COMMERCIAL

RETAIL/COMMERCIAL

RETAIL/COMMERCIAL

RETAIL/COMMERCIAL

VINE STREET (PRIVATE)

MERCEDES LANE (PRIVATE)

TOWN CENTER BLVD (PRIVATE)

FF=616.6

FF=613.0

FF=618.8

FF=612.0

FF=617.0

FF=611.0

FF=613.0

FG=612.0

FF=611.0

FF=607.0

WATER QUALITY DEVICE

32' WELL ESMT

TOWN CENTER LAKE

Source: TSD Planning, Inc.

0 30 60 90

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Exhibit 9

Preliminary Drainage and Grading Plan

PMC®