EL DORADO HILLS APARTMENT (A14-0001, SP86-0002-R, Z14-0001, PD64-0004-R-2)
SUBSEQUENT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ERRATA

The following are revisions to the IS/MND made in response to comments received on the MND and staff-initiated revisions. These revisions clarify and/or expand upon the analysis and information presented in the MND, but they do not represent significant new information. Text that has been added is shown in underline, and text that has been deleted is shown in strikethrough.

Initial Study Checklist Section I (Aesthetics)

Pages 10 and 11, beginning with the last paragraph and continuing to the first paragraph on page 11, have been revised as follows:

> 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. Photosimulations and building elevations illustrate views of the site from various angles and to show height comparisons (Figures P1 through P8). When viewed from the west and south (Town Center Boulevard and Town Center Lake) toward the theater, the proposed complex would appear taller, ~~and~~ would partially block views of the theater, and would fully block views of the cut slope behind the theater (Figure P2). While the building would appear taller than the theater, this is because the building is closer to the viewer than the theater and the topographic elevation rises to the east. The height at the western edge of the project is the highest at 53.97 feet to the parapet, while the height on the eastern edge is 43.97 feet to the parapet. The proposed project would be similar to the height and scale of the commercial, retail, and restaurant uses on the west of Town Center Boulevard and significantly lower than the highest point on the theater (Figure P4a and Figure P4b).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) toward the south and southwest, the complex would be taller than the two-story buildings to the south and west (Figure P5). When viewed from Vine Street at the theater toward the west, the complex would appear similar in height, scale, and mass to the buildings on the south and toward the west (Figure P3). 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, but it would not dominate the view from the interchange (Figure P6). As shown in Figure P7, the apartments would not be visible from US Highway 50 where it crosses Silva Valley Road. The complex would be fully visible from the church on the south side of US Highway 50 on the hill east of the theater (Figure 8). It would appear similar in height to the top of the main theater structure. While it would block short-range views into Town Center East, it would not block longer-distance views to the west.

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.

Initial Study Checklist Section III (Air Quality)

Item a, beginning on page 13 and continuing to page 14, has been revised as follows:

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~~ are:

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.

Each of these factors was evaluated to determine project consistency, as follows:

Factor 1. In order to determine the air quality impact that a general plan amendment and rezone would have, the impact of the proposed project was determined using CalEEMod (software to predict emissions) to estimate the operational ROG and NOx emissions of the proposed project compared to operational emissions that would occur with the approved project. The proposed project (as mitigated) would generate approximately 16.1 pounds per day of ROG and approximately 13.1 pounds per day of NOx from mobile, energy, and area sources. The approved project would generate approximately 24.4 pounds per day of ROG and approximately 15.1 pounds per day of NOx. The proposed project would result in 34 percent lower emissions of ROG and approximately 14 percent lower emissions of NOx. Therefore, while the proposed project would require an amendment to the General Plan and a rezone, the net effect would be an improvement over the ozone precursor air emissions generated by the approved project. Both scenarios would be under the EDCAQMD thresholds of significance.

Factor 2. The proposed project (as mitigated) would generate approximately 16.1 pounds per day of ROG and approximately 13.1 pounds per day of NOx from mobile, energy, and area sources.

This would not exceed EDCAQMD's thresholds of 82 pounds per day of ROG/NOx. Therefore, the proposed project would not exceed "project alone" significance criteria.

Factor 3. The existing Town Center includes numerous measures that were implemented to reduce air emissions as that project developed. The proposed project is an infill development of the larger Town Center project. Many of the applicable emissions reduction measures have already been implemented in the design and construction of Town Center. The proposed project would not conflict with any of the existing measures. The emissions reduction measures that are applicable to the proposed project are incorporated into the project by measures identified in mitigation measure MM-AQ-1. These measures would reduce unmitigated operational emissions from approximately 398.7 pounds per day of ROG and approximately 22.7 pounds per day of NOx by approximately 96 percent.

Factor 4. The proposed project, as designed and mitigated, will comply with all applicable rules and regulations established by the EDCAQMD.

~~The analysis concluded that~~ Therefore, 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.

Initial Study Checklist Section XIV (Public Services)

Item c (Schools) on page 35 has been revised as follows:

c. **Schools.** The proposed project is within the Buckeye Union ~~and Latrobe elementary~~ School District 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 Union School District ~~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.

Initial Study Checklist Section XVI (Transportation/Traffic)

Page 42 under the heading "Freeway Segments" has been revised as follows:

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. Further, there is sufficient storage to accommodate estimated vehicle queues, and traffic operations on El Dorado Hills Boulevard and Silva Valley Parkway would not cause vehicles to back onto US Highway 50 and impact freeway operations.

Initial Study Checklist Section XVII (Utilities and Service Systems)

Page 44, under the "Potable Water, Wastewater, and Storm Drainage" subheading (items a-e), has been revised as follows:

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). The El Dorado Irrigation District (EID) prepared a Facility Improvement Letter (FIL) for the proposed project (April 24, 2014) and provided it to the project applicant. The FIL describes the water and wastewater improvements that would be required for the project. Information from the FIL as it pertains to water and wastewater service is summarized in this analysis.

Page 44, under the "Water" subheading, has been revised as follows:

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. The proposed project would be required to connect to the existing 12-inch water lines in Mercedes Lane, Vine Street, and Town Center Boulevard. In addition, there are 6-inch recycled water lines in Mercedes Lane, Vine Street, and Town Center Boulevard. In order to connect to the line and receive service, the project applicant will require approval from EID of an Engineer's Report and on-site recycled water landscape plans. 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.

Page 48 (Exhibits) has been revised as follows to include references to additional exhibits added to the MND:

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
Exhibit P1 ..... Key Plan
Exhibit P2 ..... Town Center Boulevard Looking East
Exhibit P3 ..... Town Center Boulevard Looking West
Exhibit P4 ..... Street Sections
Exhibit P5 ..... Mercedes Lane Looking West
Exhibit P6 ..... US50 at El Dorado Hills Boulevard Looking Southwest
Exhibit P7 ..... US50 at Silva Valley Road
Exhibit P8 ..... Church Looking West

Page 49 (Supporting Information Source List) has been revised as follows to include a reference that was inadvertently omitted:

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

El Dorado Irrigation District, Facility Improvement Letter (FIL), El Dorado Hills Apartments Assessor's Parcel No. 121-290-60, 61, and 62 (El Dorado Hills), letter from Elizabeth D. Wells, PE, Engineering Division Manager, to Alexandros Economou, A.G. Spanos Companies, dated April 24, 2014.

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

EL DORADO HILLS APARTMENTS

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KEY PLAN
P1

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Exhibit P2 ..... Town Center Boulevard Looking East

EL DORADO HILLS APARTMENTS

TOWN CENTER BLVD LOOKING EAST

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P2

KEPHART
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Exhibit P3 ..... Town Center Boulevard Looking West

EL DORADO HILLS APARTMENTS

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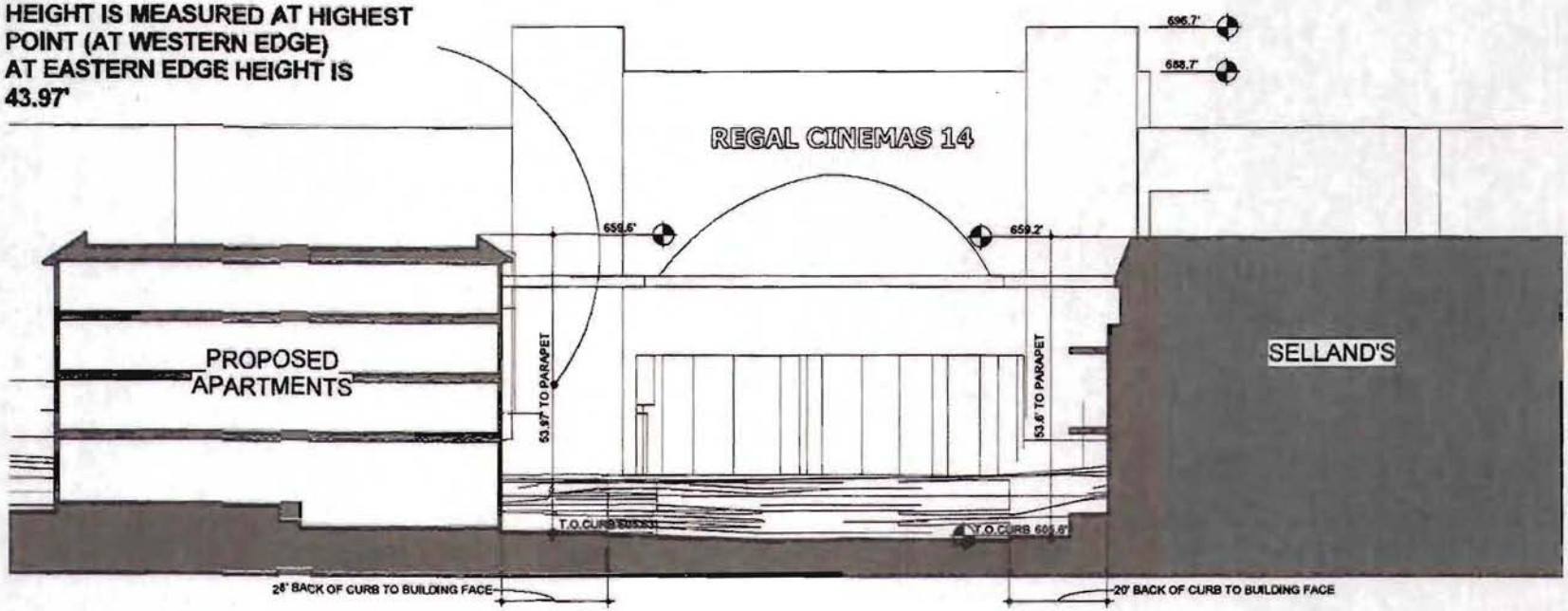
TOWN CENTER BLVD LOOKING WEST

P3

KEPHART
community ■ planning ■ architecture

Exhibit P4 ..... Street Sections

NOTE:
HEIGHT IS MEASURED AT HIGHEST POINT (AT WESTERN EDGE) AT EASTERN EDGE HEIGHT IS 43.97'



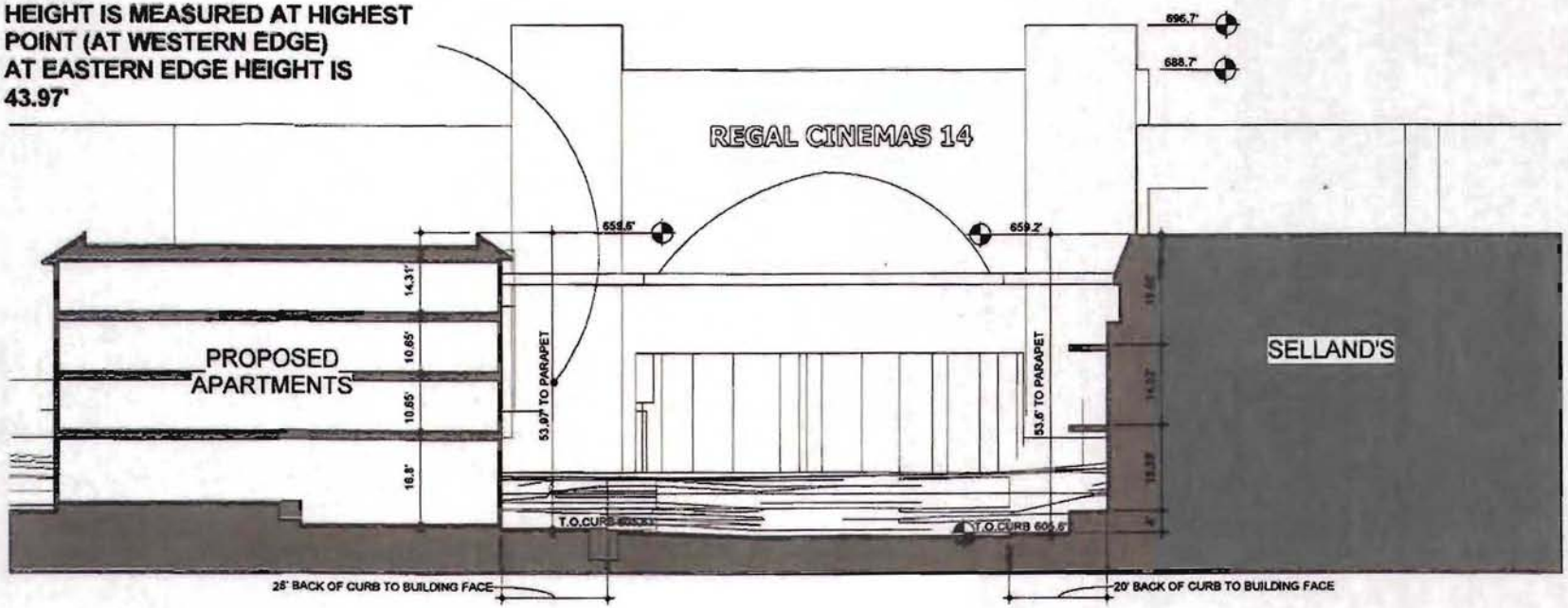
1 TOWN CENTER BLVD STREET SECTION
1" = 20'-0"

EL DORADO HILLS APARTMENTS

213080
STREET SECTION
P4a

KEPHART
community ■ planning ■ architecture

NOTE:
HEIGHT IS MEASURED AT HIGHEST POINT (AT WESTERN EDGE) AT EASTERN EDGE HEIGHT IS 43.97'



1 TOWN CENTER BLVD STREET SECTION
1" = 20'-0"

EL DORADO HILLS APARTMENTS

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STREET SECTION
P4b

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Exhibit P5 ..... Mercedes Lane Looking West

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MERCEDES LANE LOOKING WEST

P5

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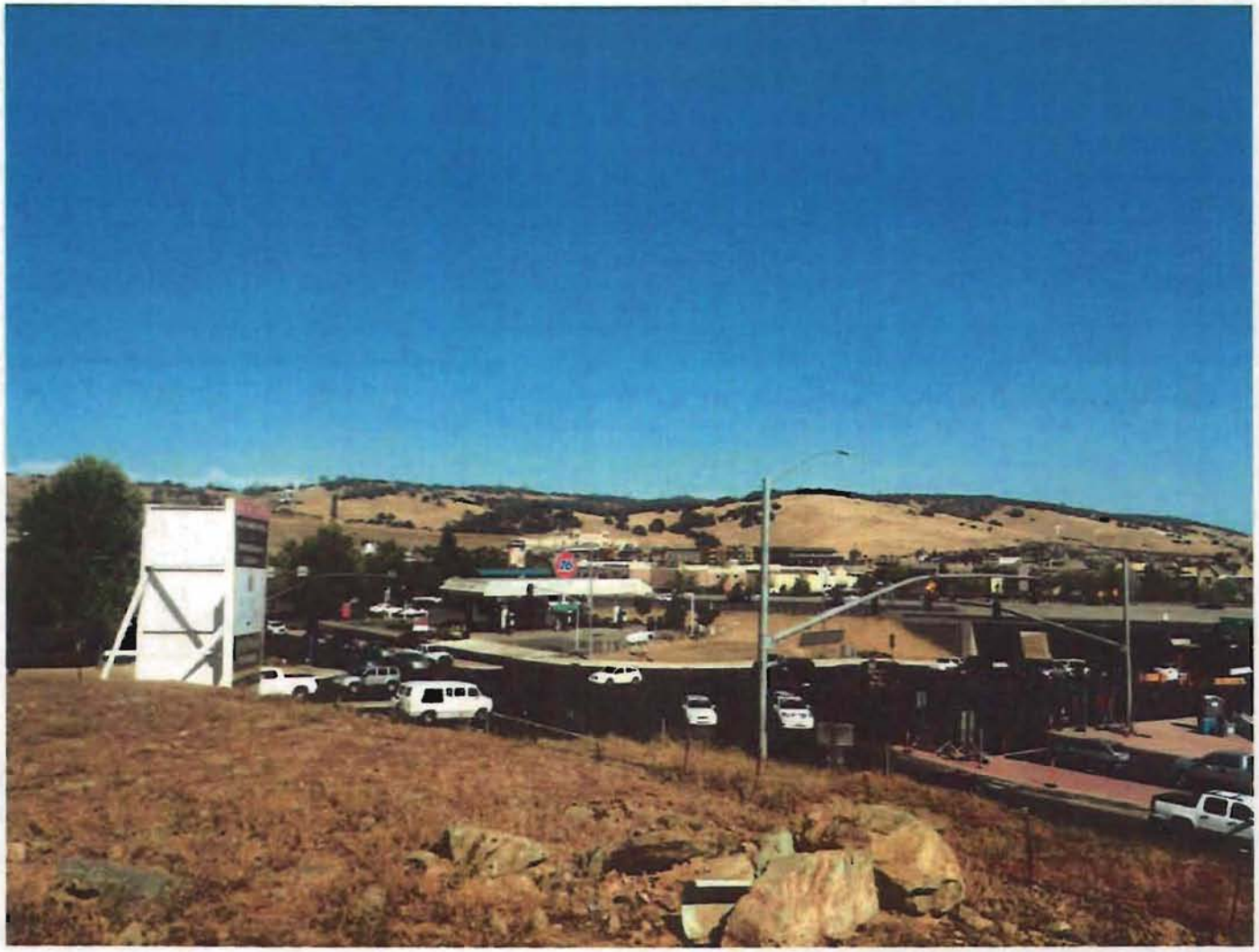

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I-50 & LATROBE

P6

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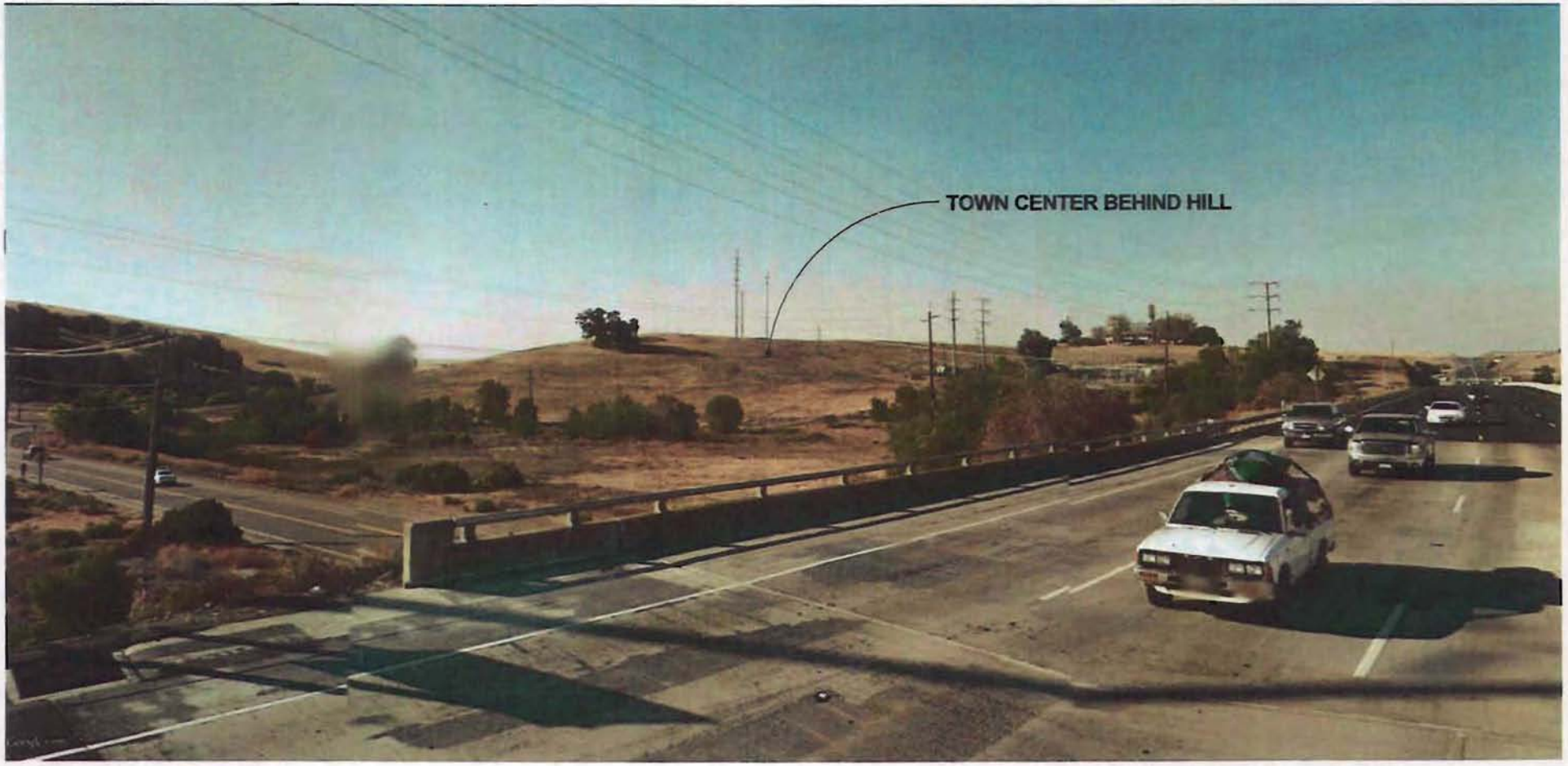
Exhibit P7 ..... US50 at Silva Valley Road



EL DORADO HILLS APARTMENTS

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I-50 & SILVA VALLEY ROAD

P7

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Exhibit P8 ..... Church Looking West

EL DORADO HILLS APARTMENTS

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CHURCH LOOKING WEST

P8

KEPHART

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