FINAL

ENVIRONMENTAL IMPACT REPORT

FOR THE

VINEYARDS AT EL DORADO HILLS

(SCH: 2017102026)

AUGUST 2019

Prepared for:

County of El Dorado, Planning and Building Department
2850 Fair Lane Court
Placerville, CA 95667
(530) 621-5355

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762

EXHIBIT O - FINAL ENVIRONMENTAL IMPACT REPORT

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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FINAL EIR

Tables

Figures are located at the end of their respective chapter.

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INTRODUCTION

The County of El Dorado (County) determined that a Project-level environmental impact report (EIR) was required for the proposed Vineyards at El Dorado Hills Project (Project) pursuant to the requirements of the California Environmental Quality Act (CEQA).

A Project EIR is an EIR which examines the environmental impacts of a specific development project. This type of EIR focuses primarily on the changes in the environment that would result from the project. A Project EIR examines all phases of a project including planning, construction, and operation. The Project EIR approach is appropriate for the Vineyards at El Dorado Hills Project because it allows comprehensive consideration of the reasonably anticipated scope of the project, including development and operation of the Project, as described in greater detail below.

PROJECT DESCRIPTION

The following provides a brief summary and overview of the proposed project. The reader is referred to Section 2.0 of the Draft EIR for a more complete and thorough description of the components of the proposed project.

The proposed project site is located east of El Dorado Hills, California, an unincorporated area of El Dorado County that is approximately 23 miles east of Sacramento and 20 miles west of Placerville. The project site contains annual grasslands, oak woodlands, and scattered individual oak trees with the majority of the oak woodlands concentrated in the northern section and southwest sections of the site. There are perennial and ephemeral drainages, seven seasonal wetlands, and three springs/seeps located throughout the project site, and a pond is located in the southwestern portion of the site. Six existing structures are located in the southern portion of the project site near Malcolm Dixon Road, including: a schoolhouse, barn, pumphouse, and associated outbuildings located in the southwest area of the site, and a residence and outbuildings in the southeast area of the site.

The surrounding land uses include oak woodlands and rural residential uses to the north; Malcolm Dixon Road, low density residential uses, and Green Valley Road to the south; Arroyo Vista Way, oak woodlands, and rural residential uses to the east; and oak woodlands, Salmon Falls Road, and rural residential uses to the west.

The proposed project includes subdivision of 42 single-family residential lots, one of which would accommodate the existing residence, on a total of 42.23 acres. The remaining approximately 71.8 acres would include one 6.22-acre roadway lot and five open space lots totaling 65.58 acres. The proposed project may include a small-scale vineyard (25 acres) that will be planted within the open space area (Lots A, B, C, and D). The Live Oak Schoolhouse site would be preserved within the open space area (Lot C). The project also includes vehicular and non-vehicular circulation and utility improvements.

The project is requesting a density bonus, as provided by General Plan Policy 2.2.4.1 and Zoning Ordinance Section 130.28.060. A rezone (Z16-0002) would be required for the project site in order to add a Planned Development (-PD) overlay zone to the underlying zoning of Estate Residential 5-acre (RE-5), resulting in a new zoning of RE-5-PD.

Refer to Section 2.0, Project Description, in the Draft EIR for a more complete description of the proposed project.

ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126.6 of the CEQA Guidelines requires an EIR to describe a reasonable range of alternatives to the project, or to the location of the project, which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the proposed project. The alternatives analyzed in this EIR include the following three alternatives in addition to the proposed project:

- No Project (Diamante Estates) Alternative;
- Revised Project A Alternative;
- Revised Project B Alternative.

These alternatives are described in detail in Section 5.0, Alternatives to the Proposed Project, in the Draft EIR.

The No Project (Diamante Estates) Alternative would reduce impacts in seven areas, would increase impacts in four areas, and would have equal impacts in one area. The Revised Project A Alternative would reduce impacts in two areas and would have equal impacts in nine areas. The Revised Project B Alternative would reduce impacts in nine areas and would have equal impacts in two areas. Therefore, the Revised Project B Alternative is the environmentally superior alternative to the proposed project. It should be noted that the Revised Project B Alternative does not fully meet all of the Project objectives.

COMMENTS RECEIVED

The Draft EIR addressed environmental impacts associated with the proposed project that are known to the County, were raised during the Notice of Preparation (NOP) process, or raised during preparation of the Draft EIR. The Draft EIR discussed potentially significant impacts associated with aesthetics, air quality, biological resources, cultural and tribal resources, geology and soils, greenhouse gases and climate change, hazards, hydrology and water quality, noise, public services, transportation and circulation, and utilities.

During the NOP process, several comments were received related to the analysis that should be included in the Draft EIR. These comments are included as Appendix A of the Draft EIR, and were considered during preparation of the Draft EIR.

The County of El Dorado received 22 comment letters regarding the Draft EIR from public agencies and private citizens. These comment letters on the Draft EIR are identified in Table 2.0-1 of this Final EIR. The comments received during the Draft EIR review processes are addressed within this Final EIR.

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This Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The County of El Dorado (County) is the lead agency for the environmental review of the Vineyards at El Dorado Hills Project (Project) and has the principal responsibility for approving the project. This Final EIR assesses the expected environmental impacts resulting from approval of the project and associated impacts from subsequent development and operation of the project, as well as responds to comments received on the Draft Environmental Impact Report (Draft EIR).

1.1 PURPOSE AND INTENDED USES OF THE EIR

CEQA REQUIREMENTS FOR A FINAL EIR

This Final EIR for the proposed project has been prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines. State CEQA Guidelines Section 15132 requires that a Final EIR consist of the following:

- the Draft EIR or a revision of the draft;
- comments and recommendations received on the Draft EIR, either verbatim or in summary;
- a list of persons, organizations, and public agencies commenting on the Draft EIR;
- the responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- any other information added by the lead agency.

In accordance with State CEQA Guidelines Section 15132(a), the Draft EIR is incorporated by reference into this Final EIR.

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

PURPOSE AND USE

The County of El Dorado, as the lead agency, has prepared this Final EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from approval, construction, and operation of the proposed Vineyards at El Dorado Hills Project. Responsible and trustee agencies that may use the EIR are identified in Sections 1.0 and 2.0 of the Draft EIR.

The environmental review process enables interested parties to evaluate the proposed project in terms of its environmental consequences, to examine and recommend methods to eliminate or

reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This EIR will be used as the primary environmental document to evaluate all aspects of construction and operation of the proposed project. The details and operational characteristics of the proposed project are identified in Chapter 2.0, Project Description, of the Draft EIR (April 2018).

1.2 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION

The County of El Dorado circulated a Notice of Preparation (NOP) of an EIR for the proposed project on October 11, 2017 to State Clearinghouse, State Responsible Agencies, State Trustee Agencies, Other Public Agencies, Organizations and Interested Persons. A public scoping meeting was held on October 26, 2017 to present the project description to the public and interested agencies, and to receive comments from the public and interested agencies regarding the scope of the environmental analysis to be included in the Draft EIR. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The NOP and comments received on the NOP by interested parties are presented in Appendix A of the Draft EIR.

NOTICE OF AVAILABILITY AND DRAFT EIR

The County of El Dorado published a public Notice of Availability (NOA) for the Draft EIR on November 7, 2018 inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 2017102026) and the County Clerk, and was published in a local newspaper pursuant to the public noticing requirements of CEQA. The Draft EIR was available for an extended 60-day public review and comment from November 7, 2018 through January 7, 2019.

The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The Draft EIR identifies issues determined to have no impact or a less-than-significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

RESPONSE TO COMMENTS/FINAL EIR

The County of El Dorado received 22 comment letters regarding the Draft EIR from public agencies and private citizens. These comment letters on the Draft EIR are identified in Table 2.0-1, and are found in Section 2.0 of this Final EIR.

In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the written comments received on the Draft EIR, as required by CEQA. This Final EIR also contains minor edits to the Draft EIR, which are included in Section 3.0, Errata. This document, as well as the Draft EIR as amended herein, constitutes the Final EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The County of El Dorado will review and consider the Final EIR. If the County finds that the Final EIR is "adequate and complete," the County Council may certify the Final EIR in accordance with CEQA and County of El Dorado environmental review procedures and codes. The rule of adequacy generally holds that an EIR can be certified if:

1) The EIR shows a good faith effort at full disclosure of environmental information; and

2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project which intelligently take account of environmental consequences.

Upon review and consideration of the Final EIR, the County of El Dorado County Council may take action to approve, revise, or reject the project. A decision to approve the Vineyards at El Dorado Hills Project, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. A Mitigation Monitoring and Reporting Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring and Reporting Program has been designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR.

1.3 ORGANIZATION OF THE FINAL EIR

This Final EIR has been prepared consistent with Section 15132 of the State CEQA Guidelines, which identifies the content requirements for Final EIRs. This Final EIR is organized in the following manner:

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, agency, summarizes the process associated with preparation and certification of an EIR, and identifies the content requirements and organization of the Final EIR.

CHAPTER 2.0 – COMMENTS ON THE DRAFT EIR AND RESPONSES

Chapter 2.0 provides a list of commenters, copies of written and electronic comments made on the Draft EIR (coded for reference), and responses to those written comments.

CHAPTER 3.0 – ERRATA

Chapter 3.0 consists of minor revisions to the Draft EIR in response to comments received on the Draft EIR, as well as minor staff edits.

CHAPTER 4.0 – FINAL MMRP

Chapter 4.0 consists of a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is presented in a tabular format that presents the impacts, mitigation measure, and responsibility, timing, and verification of monitoring.

2.1 INTRODUCTION

No new significant environmental impacts or issues, beyond those already covered in the Draft Environmental Impact Report (EIR) for the Vineyards at El Dorado Hills Project, were raised during the comment period. Responses to comments received during the comment period do not involve any new significant impacts or add "significant new information" that would require recirculation of the Draft EIR pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15088.5.

CEQA Guidelines Section 15088.5 states that: *New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement.*

2.2 LIST OF COMMENTERS

Table 2.0-1 lists the comments on the Draft EIR that were submitted to the County of El Dorado during the 45-day public review period for the Draft EIR. The assigned comment letter or number, letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed.

TABLE 2.0-1: LIST OF COMMENTERS ON DRAFT EIR

RESPONSE LETTER	*INDIVIDUAL OR SIGNATORY*	*AFFILIATION*	*DATE*
A	John Davey	El Dorado Hills Area Planning Advisory Committee	1-7-19
B	Tauni Fessler	El Dorado Hills Community Services District	2-1-19
C	Mike Brink	El Dorado Irrigation District	8-3-18
D	Jim Antone	Resident of El Dorado County	2-4-19
E	Elaine Austerman	Resident of El Dorado County	12-11-18
F	Jeff Barker	Resident of El Dorado County	1-28-19
G	Robin Brunelle	Resident of El Dorado County	1-20-19
H	Janet Cross	Resident of El Dorado County	1-12-19
I	Stephen Ferry	Resident of El Dorado County	12-5-18
J	Stephen Ferry	Resident of El Dorado County	12-13-18
K	Dale and Linda Gretzinger	Resident of El Dorado County	2-4-19
L	Robert Hablitzel	Resident of El Dorado County	12-26-18
M	Larry Keenan	Resident of El Dorado County	2-4-19
N	Caryn Kralovansky	Resident of El Dorado County	1-6-19

RESPONSE LETTER	*INDIVIDUAL OR SIGNATORY*	*AFFILIATION*	*DATE*
O	Victoria Summers and Robert Kubick	Resident of El Dorado County	1-3-19
P	Tara Mccann	Resident of El Dorado County	2-5-19
Q	Sandee and Mike Merrick	Resident of El Dorado County	12-19-18
R	Norma Pekelo	Resident of El Dorado County	12-21-18
S	Alfred and Janette Wright	Resident of El Dorado County	1-9-19

2.3 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate and respond to all comments on the Draft EIR that regard an environmental issue. The written response must address the significant environmental issue raised and provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested by the commenter, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible environmental impacts of the Project and ways to avoid or mitigate the significant effects of the project, and that commenters provide evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that revisions to the Draft EIR be noted as a revision in the Draft EIR or as a separate section of the Final EIR. Chapter 3.0 of this Final EIR identifies all revisions to the Vineyards at El Dorado Hills Project Draft EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Each letter is lettered (i.e., Letter A, Letter B) and each comment within each letter is numbered (i.e., comment A-1, comment A-2).

El Dorado Hills Area Planning Advisory Committee

APAC 2019 Board
John Davey, Chair jdavey@daveygroup.net
John Raslear, Vice Chair jjrazzpub@sbcglobal.net
Timothy White, Vice Chair tjwhitejd@gmail.com
Brooke Washburn, Secretary BWashburn@murphyaustin.com

1021 Harvard Way, El Dorado Hills, CA 95762
https://edhapac.org

January 7, 2019

El Dorado County Community Development Agency
Development Services Department, Planning Division
Attn: Evan Mattes
2850 Fairlane Court
Placerville, CA. 95667

The El Dorado Hills Area Planning Advisory Committee would like to submit the following questions, comments, and observations regarding the Draft Environmental Impact Report for the proposed Vineyards At El Dorado Hills residential project PD16-0001. A-1

From the Draft Environmental Impact Report for Vineyards at El Dorado Hills PD16-0001 released November 7, 2018

Transportation and Circulation Pg 40-41

Impact 3.11-1: The proposed project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system for intersections

Mitigation Measure(s): A-2

Mitigation Measure 3.11-1: Prior to issuance of building permits for the project, the project applicant shall pay the applicable TIM fees towards the improvement of the Green Valley Road at El Dorado Hills Boulevard/Salmon Falls Road intersection (Capital Improvement Program Project #73151).
Mitigation Measure 3.11-2: Prior to approval of Improvement Plans, a two-way left-turn lane shall be construction along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. This improvement shall be reflected on the Improvement Plans, subject to review by the County Planning Department.
Mitigation Measure 3.11-3: Prior to approval of Improvement Plans, the southbound left-turn movement at the Green Valley Road at Chartraw Road intersection shall be restricted. This

1

restriction shall be achieved by either constructing a median along Green Valley Road or by constructing an island along the Chartraw Road approach. As a result of this turn restriction, those vehicles originally making the subject southbound left-turn would be rerouted to the Green Valley Road/Malcolm Dixon Road intersection. This improvement shall be reflected on the Improvement Plans, subject to review by the County Planning Department.

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Impact 3.11-1: The proposed project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system for intersections. (Less Than Significant with Mitigation)

TABLE 3.11-7: INTERSECTION OPERATIONS – EXISTING (2015) PLUS PROJECT CONDITION

INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	EXISTING (2015)		EXISTING (2015) PLUS PROJECT	
			DELAY (SEC)	LOS	DELAY (SEC)	LOS
1. Green Valley Rd. @ Francisco Dr.	Signal	AM	53.0	D	53.3	D
		PM	62.8	E	63.4	E
2. Green Valley Rd. @ El Dorado Hills Blvd. / Salmon Falls Rd.	Signal	AM	57.8	E	61.3	E
		PM	45.5	D	49.5	D
3. Green Valley Rd. @ Silva Valley Pkwy. / Allegheny Rd.	Signal	AM	25.8	C	26.3	C
		PM	19.1	B	19.7	B
4. Green Valley Rd. @ Loch Wy.	SSSC*	AM	1.0 (21.7 NB)	C	1.0 (23.8 NB)	C
		PM	0.1 (29.1 NB)	D	0.7 (32.3 NB)	D
5. Green Valley Rd. @ Wilson Connector (Chartraw Rd.)	SSSC*	AM	Plus Project Only		1.3 (21.6 SB)	C
		PM			1.0 (31.9 SB)	D
6. Green Valley Rd. @ Malcolm Dixon Rd.	SSSC*	AM	0.5 (15.1 SB)	C	0.1 (14.8 SB)	B
		PM	0.6 (22.8 SB)	C	0.1 (18.2 SB)	C
7. Malcolm Dixon Rd. (North) @ Chartraw Rd.	SSSC*	AM	Plus Project Only		5.1 (7.4 WB)	A
		PM			2.5 (7.5 WB)	A
8. Malcolm Dixon Rd. (South) @ Chartraw Rd.	SSSC*	AM	Plus Project Only		4.3 (9.0 EB)	A
		PM			5.4 (9.5 EB)	A
9. Malcolm Dixon Rd. @ Allegheny Rd.	SSSC*	AM	4.6 (9.8 NB)	A	4.8 (9.4 NB)	A
		PM	4.1 (9.1 NB)	A	4.2 (9.1 NB)	A
10. Malcolm Dixon Rd. @ Salmon Falls Rd.	SSSC*	AM	2.5 (12.0 WB)	B	2.2 (11.2 WB)	B
		PM	1.3 (12.2 WB)	B	1.1 (11.6 WB)	B
11. Silva Valley Pkwy. @ Appian Wy.	AWSC	AM	24.3	C	24.7	C
		PM	22.2	C	22.5	C
12. Silva Valley Pkwy. @ Harvard Wy.	Signal	AM	33.2	C	33.2	C
		PM	26.9	C	26.9	C
13. Silva Valley Pkwy. @ Golden Eagle Lane / Walker Park Dr.	AWSC	AM	44.0	E	44.2	E
		PM	14.5	B	14.5	B
14. Malcolm Dixon Rd. @ Wilson Estates / Project Driveway	SSSC*	AM	Plus Project Only		1.4 (9.3 SB)	A
		PM			0.9 (9.2 SB)	A

*NOTE: BOLD INDICATES UNACCEPTABLE OPERATIONS. SHADED REPRESENTS SIGNIFICANT IMPACT. * SIDE STREET STOP CONTROL (SSSC) INTERSECTIONS ARE REPORTED WITH THE INTERSECTION DELAY FOLLOWED BY THE WORST MOVEMENT'S DELAY. THE REPORTED LOS CORRESPONDS TO THE WORST MOVEMENT.*

SOURCE: KIMLEY-HORN, 2016.

A-2 cont'd

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As noted previously, the majority of the study facilities are located within the El Dorado Hills Community Region (LOS E threshold). Four study intersections (Intersections #6 through #8 and #14) are located along the El Dorado Hills Community Region Boundary and are, therefore, considered to be located within a Rural Region (LOS D threshold). Under the Existing (2015) Plus Project condition, the addition of project traffic would not result in unacceptable LOS conditions (i.e., worse than LOS E for Community Region and worse than LOS D for Rural Region) at any of the study intersections. Therefore, the proposed project would have a less than significant impact related to intersection LOS under the Existing (2015) Plus Project condition. FUTURE (2025) PLUS PROJECT CONDITION – INTERSECTION LOS Table 3.11-8 provides the intersection operating conditions for the Future (2025) Plus Project

A-2 cont'd

TABLE 3.11-8: INTERSECTION OPERATIONS – FUTURE (2025) PLUS PROJECT CONDITION

INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	FUTURE (2025)		FUTURE (2025) PLUS PROJECT	
			DELAY (SEC)	LOS	DELAY (SEC)	LOS
1. Green Valley Rd. @ Francisco Dr.	Signal	AM	35.4	D	35.7	D
		PM	59.1	E	59.6	E
2. Green Valley Rd. @ El Dorado Hills Blvd. / Salmon Falls Rc.	Signal	AM	**98.7**	**F**	**102.2**	**F**
		PM	**98.9**	**F**	**105.2**	**F**
3. Green Valley Rd. @ Silva Valley Pkwy. / Allegheny Rd.	Signal	AM	32.3	C	33.6	C
		PM	31.4	C	33.2	C
4. Green Valley Rd. @ Loch Wy.	SSSC*	AM	1.5 (43.6 NB)	E	1.6 (46.6 NB)	E
		PM	**1.0 (50.4 NB)**	**F**	**1.1 (54.7 NB)**	**F**
5. Green Valley Rd. @ Wilson Connector (Chartraw Rd.)	SSSC*	AM	2.8 (48.3 SB)	E	**3.7 (54.1 SB)**	**F**
		PM	**1.5 (71.2 SB)**	**F**	**2.1 (93.8 SB)**	**F**
6. Green Valley Rd. @ Malcolm Dixon Rd.	SSSC*	AM	0.4 (22.7 SB)	C	0.4 (22.9 SB)	C
		PM	0.1 (12.4 SB)	B	0.1 (12.5 SB)	B
7. Malcolm Dixon Rd. (North) @ Chartraw Rd.	SSSC*	AM	2.0 (7.3 WB)	A	1.8 (7.3 WB)	A
		PM	1.2 (7.4 WB)	A	1.1 (7.4 WB)	A
8. Malcolm Dixon Rd. (South) @ Chartraw Rd.	SSSC*	AM	3.5 (8.9 EB)	A	4.1 (9.1 EB)	A
		PM	2.9 (8.7 EB)	A	3.6 (8.8 EB)	A
9. Malcolm Dixon Rd. @ Allegheny Rd.	SSSC*	AM	6.2 (9.5 NB)	A	6.2 (9.5 NB)	A
		PM	6.1 (9.2 NB)	A	6.1 (9.2 NB)	A
10. Malcolm Dixon Rd. @ Salmon Falls Rd.	SSSC*	AM	1.5 (10.4 WB)	B	1.5 (10.4 WB)	B
		PM	1.2 (11.6 WB)	B	1.2 (11.6 WB)	B
11. Silva Valley Pkwy. @ Appian Wy.	AWSC	AM	22.8	C	23.3	C
		PM	24.3	C	25.0	C
12. Silva Valley Pkwy. @ Harvard Wy.	Signal	AM	57.4	E	59.5	E
		PM	54.2	D	54.3	D
13. Silva Valley Pkwy. @ Golden Eagle Lane / Walker Park Dr.	AWSC	AM	48.4	E	48.6	E
		PM	24.3	C	24.6	C
14. Malcolm Dixon Rd. @ Wilson Estates / Project Driveway	SSSC*	AM	3.0 (8.5 NB)	A	4.1 (9.3 NB)	A
		PM	3.3 (8.4 NB)	A	3.4 (9.3 NB)	A

*NOTES: BOLD INDICATES UNACCEPTABLE OPERATIONS. SHADED REPRESENTS SIGNIFICANT IMPACT. * SIDE STREET STOP CONTROL (SSSC) INTERSECTIONS ARE REPORTED WITH THE INTERSECTION DELAY FOLLOWED BY THE WORST MOVEMENT'S DELAY. THE REPORTED LOS CORRESPONDS TO THE WORST MOVEMENT.*

SOURCE: KIMLEY-HORN, 2016.

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TABLE 3.11-9: INTERSECTION OPERATIONS – FUTURE (2025) PLUS PROJECT MITIGATED CONDITION

INTERSECTION	TRAFFIC CONTROL	SCENARIO	AM PEAK HOUR		PM PEAK HOUR	
			DELAY (SEC)	LOS	DELAY (SEC)	LOS
2. Green Valley Rd. @ El Dorado Hills Blvd. / Salmon Falls Rd.	Signal	F	**98.7**	**F**	**98.9**	**F**
		FPP	**102.2**	**F**	**105.25**	**F**
		MIT	60.1	E	33.9	C
4. Green Valley Rd. @ Loch Wy.	SSSC*	F	1.5 (43.6 NB)	E	**1.0 (50.4 NB)**	**F**
		FPP	1.6 (46.6 NB)	E	**1.1 (54.7 NB)**	**F**
		MIT	0.8 (22.0 NB)	C	0.5 (24.2 NB)	C
5. Green Valley Rd. @ Wilson Connector (Chartraw Rd.)	SSSC*	F	2.8 (48.3 SB)	E	**3.7 (54.1 SB)**	**F**
		FPP	1.5 (71.2 SB)	F	**2.1 (93.8 SB)**	**F**
		MIT	1.6 (27.6 SB)	D	1.3 (14.3 SB)	B
6. Green Valley Rd. @ Malcolm Dixon Rd.	SSSC*	F	0.4 (22.7 SB)	C	0.1 (12.4 SB)	B
		FPP	0.4 (22.9 SB)	C	0.1 (12.5 SB)	B
		MIT	1.6 (34.9 SB)	D	0.6 (31.2 SB)	D
7. Malcolm Dixon Rd. (North) @ Chartraw Rd.	SSSC*	F	2.0 (7.3 WB)	A	1.2 (7.4 WB)	A
		FPP	1.8 (7.3 WB)	A	1.1 (7.4 WB)	A
		MIT	5.1 (9.0 WB)	A	3.2 (9.1 WB)	A
8. Malcolm Dixon Rd. (South) @ Chartraw Rd.	SSSC*	F	3.5 (8.9 EB)	A	2.9 (8.7 EB)	A
		FPP	4.1 (9.1 EB)	A	3.6 (8.8 EB)	A
		MIT	4.8 (9.3 EB)	A	4.1 (9.1 EB)	A

*NOTE: BOLD INDICATES UNACCEPTABLE OPERATIONS. * SIDE STREET STOP CONTROL (SSSC) INTERSECTIONS ARE REPORTED WITH THE INTERSECTION DELAY FOLLOWED BY THE WORST MOVEMENT'S DELAY. THE REPORTED LOS CORRESPONDS TO THE WORST APPROACH.*

[1] F = FUTURE (2025); FPP = FUTURE (2025) PLUS PROJECT; MIT = MITIGATED.

SOURCE: KIMLEY-HORN, 2016.

A-2 cont'd

Page 345-346

Mitigation Measure 3.11-1: Prior to issuance of building permits for the project, the project applicant shall pay the applicable TIM fees towards the improvement of the Green Valley Road at El Dorado Hills Boulevard/Salmon Falls Road intersection (Capital Improvement Program Project #73151).

Mitigation Measure 3.11-2: Prior to approval of Improvement Plans, a two-way left-turn lane shall be construction along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn
movement to clear eastbound traffic and wait for a gap in westbound traffic. This improvement shall be reflected on the Improvement Plans, subject to review by the County Planning Department.

Mitigation Measure 3.11-3: Prior to approval of Improvement Plans, the southbound left-turn movement at the Green Valley Road at Chartraw Road intersection shall be restricted. This restriction shall be achieved by either constructing a median along Green Valley Road or by

constructing an island along the Chartraw Road approach. *As a result of this turn restriction, those vehicles originally making the subject southbound left-turn would be rerouted to the Green Valley Road/Malcolm Dixon Road intersection*.(only a 1% project trip generation as per Transportation Study?) This improvement shall be reflected on the Improvement Plans, subject to review by the County Planning Department.

A-2 cont'd

Page 359

Vineyards at El Dorado Hills: Transportation Impact Study

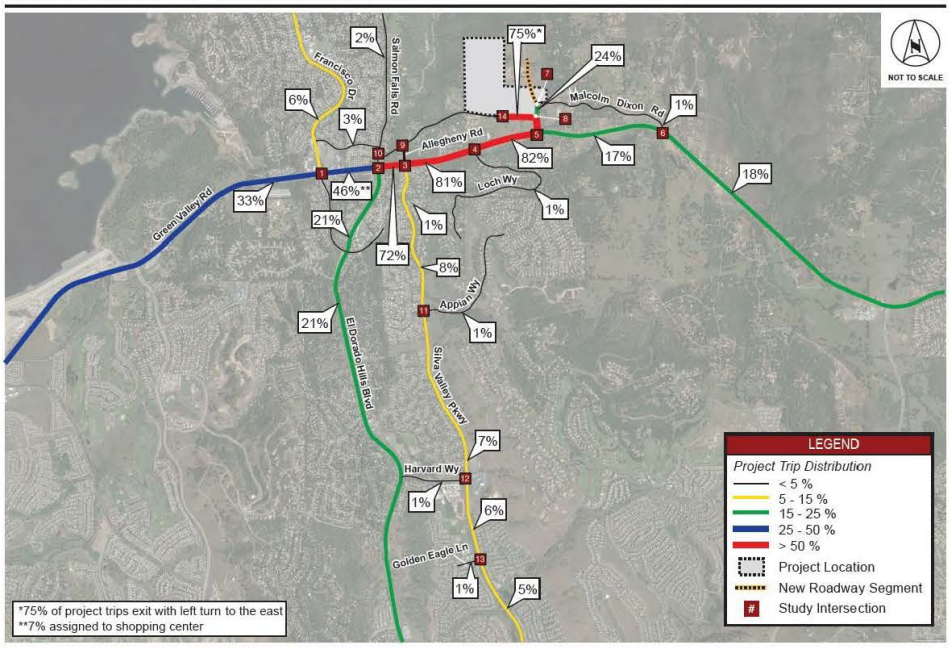


Figure 3.11-3

Page 361

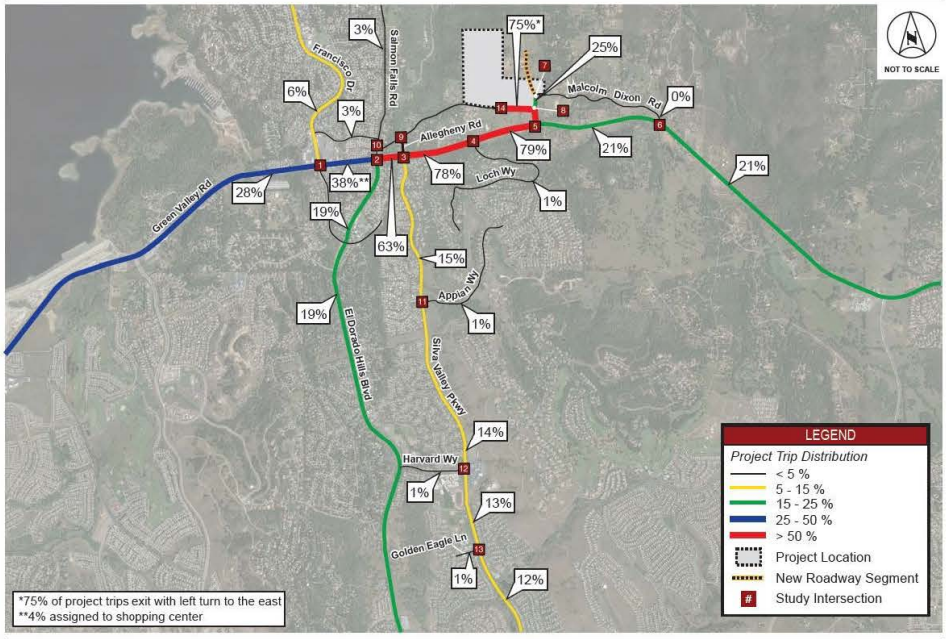


Figure 3.11-4
Future (2025) Proposed Project Trip Distribution

A-2 cont'd

Q1: Left turn lane at Malcolm Dixon Cutoff Rd/Chartaw Rd, restricting southbound left turn to eastbound Green Valley Rd forcing eastbound traffic from Vineyards, Overlook, Alto, and La Canada projects to the Malcolm Dixon Rd - Green Valley Rd intersection - an already poorly designed intersection, on a curve, with two additional private driveways (OxTail Way and Old Green Valley Rd), and West Green Springs Rd adjacent - shouldn't some Improvement to Malcolm Dixon at Green Valley Rd be considered? Could TIM fees in conjunction with other Malcolm Dixon area projects (Zone of Benefit) be combined to add turn pockets, or realign West Green Springs with Malcolm Dixon to create a safer alignment, and improve both internal and area circulation?

A-3

Q2: From the Traffic Study data, eliminating the Southbound left turn from Malcolm Dixon Cutoff/Chartraw Road onto eastbound Green Valley Rd, and forcing that traffic further east to the Malcolm Dixon Rd / Green Valley Rd intersection will only result in a 1% or 0% Project trip generation at that intersection? Does that seem plausible? 1% of the 474 new daily trips - 4.7

A-4

EDHAPAC DEIR Vineyards At El Dorado Hills PD 16-0001 Subcommittee Report
Page 6

drivers - will need to use Malcolm Dixon Rd at Green Valley Rd to head east on Green Valley Rd? The traffic study seems to presume that residents of the project will only shop or commute in areas of El Dorado Hills and Folsom to the west, but residents are also in proximity to abundant jobs, retail, commercial, private schools, and service businesses in the Bass Lake area of El Dorado Hills, Cameron Park, Rescue, Shingle Springs, and Placerville.

A-4 cont'd

Q3: What about the existing residents at the Overlook/Wilson Estates project? Since the current ability will be removed from those existing Overlook/Wilson Estates residents to head south on the existing Malcolm Dixon Cutoff Rd and continue east on Green Valley Rd via a left turn, are their existing daily trips part of the Traffic Study's calculation of the project's cumulative daily trip generation?

A-5

Q4: Are there any improvements slated for Malcolm Dixon Rd itself in the project area, other than the northern extension of Malcolm Dixon Cutoff Rd/Chartraw Road? No other improvements seem to be detailed other than circulation changes/ turn limitations onto Malcolm Dixon Rd at the proposed southwestern access point from the project property.

A-6

VINEYARD OPERATION

Mitigation Measure 3.7-3: The applicant shall work with the Home Owners' Association (HOA) or its designee to create a plan for operation of the on-site vineyard which specifies, among other topics, who would be responsible for ensuring that operation of the vineyard complies with all applicable County and State regulations regarding pesticide and herbicide control and application, pest control, runoff management, and any other relevant topics. Potentially applicable regulations, forms, and/or permits which the applicant and/or HOA may need to comply with include:
Agricultural Grading Application, Restricted Materials Pesticide Permit, Small Farm Irrigation Rate Application, Agricultural Pest Control Adviser County Registration Form, and Registration and Fieldworker Safety Requirements for Farm Labor Contract. The applicable regulations would depend on the ultimate design and use of the on-site vineyard (i.e., the ultimate size of the vineyard, and the ultimate use of the harvested materials). The operation plan shall be submitted to the El Dorado and Alpine Counties Department of Agriculture Weights and Measures for review and approval. The operation plan may be amended from time to time and shall be submitted to the Agriculture Department for review and approval of any substantive amendments. The HOA formation documents shall require the HOA to implement and abide by the operations plan.

A-7

Q5: Will the proposed Vineyard space be zoned for agriculture use? What happens to this land if the Vineyard either does not come to fruition, or the operation is later abandoned?

Q6: Aren't the details of a potential Vineyard operation subject to review under the DEIR -why are there no details or potential impacts of a Vineyard operation on traffic, environment, noise, pesticides, etc?

A-8

Q7: Are there provisions limiting this potential agriculture operation from later potentially involving cannabis cultivation? A-8 cont'd

Q8: What impacts will the cultivation and maintenance of the proposed vineyard have on soils and ground water due to the use of pesticides and fertilizers? If the vineyard operation were to opt for an "organic" certification of the vineyard products, what impact would the project's homesites' landscaping use of pesticides and fertilizers have on the vineyard's organic certification? A-9

Page 513

The proposed project may include a small-scale vineyard that will be planted within the open space lots and managed by the Home Owners' Association (HOA) or its designee. No production or distribution facilities are proposed on the project site. The project may include restoration of existing structures, including the schoolhouse, or construction of new structures to facilitate vineyard operations and events. A-10

Q9: Public walking trails are included as a feature of the project - if the project is a gated community, how will the public access these trails if they arrive onsite via automobile, motorcycle or bicycle? Shouldn't this be a calculation of the daily generated trips in the Traffic Study? Additionally, shouldn't the aesthetic impacts of non-resident parking outside of the gated community to access these trail facilities be part of the DEIR considerations?

Page 379 UTILITIES

Water Availability
On March 21, 2016, EID provided a Facility Improvement Letter (FIL) to the applicant in response to a request for water and fire hydrant services for the project (EID, Brink 2016). The FIL addresses the location and approximate capacity of existing facilities that may be available to serve the project. EID expresses existing and available water supply service levels in terms of equivalent dwelling units (EDUs). Discussions related to water supply, provided in the FIL, are summarized below. A-11
Water Supply: According to the FIL as of January 2015 there were approximately 5,094 dwelling units (EDUs) of water supply available in the El Dorado Hills water supply region. EID anticipates that the proposed project would require 44 EDUs of water from the available 5,094 EDUs supply.

Q10: Is the Water required for Vineyard operation considered part of the 44 EDU determined to be needed by the study? If the Vineyard operation is undefined in the DEIR how can the vineyard operation water needs be known?

Page 430
Development under the proposed project and the Revised Project B Alternative would result in A-12

an increase in wastewater generation, water demand, and solid waste generation within the project site. Although the Revised Project B Alternative would result in a population equal to the project, removal of the vineyard component of the project would result in a decreased water demand (a reduction of 9 EDUs) compared to the proposed project. Therefore, this alternative would have reduced impacts to utilities when compared to the proposed project.

A-12 cont'd

Page 431
As shown in the table, the No Project (Diamante Estates) Alternative would reduce impacts in seven areas, would increase impacts in four areas, and would have equal impacts in one area. The Revised Project A Alternative would reduce impacts in two areas and would have equal impacts in nine areas. The Revised Project B Alternative would reduce impacts in nine areas and would have equal impacts in two areas. Therefore, the Revised Project B Alternative is the environmentally superior alternative to the proposed project.

Q11: Is **Alternative B** considered a viable option by the applicant or County Planning staff?

Vineyards at El Dorado Hills Oak Canopy Preservation Plan
Page 840
Mitigation and Replanting

Appropriate reporting and validation of the successful tree establishment and growth will be provided by the Property Owner

A-13

Q12: What happens if the Property Owner becomes unable to maintain the oak mitigation program, or becomes insolvent, etc? What happens to the maintenance of the new plantings- pruning, thinning, watering if the Property Owner is unable to maintain the program? What is the success rate per tree planted? What is the success rate per acorn planted? Who monitors and enforces this mitigation? Is it real ongoing monitoring, or self-reporting?

Wildland Fire Mitigations
Page 1143
D. The developer shall provide a 30' fuel hazard reduction zone along the perimeter of the project adjacent to the rear property lines, vineyards and the open space, and 10' on both sides of roads and they shall be annually maintained by June 1 to the Fire Safe specifications. Sidewalks and landscaping are acceptable in the zone along the roadways. Tree canopy over the road and driveways shall be cleared up 15'.

A-14

F. The HOA, or other entity to the satisfaction of the County of El Dorado, shall be responsible for maintaining the fuel hazard reduction zones along the road, in the open spaces annually by June 1.

Q13: What are the consequences for the Developer, HOA, or other entity, for not meeting the Fuel Hazard reductions zone requirements? Who monitors these requirements for compliance? Who has the controlling enforcement powers? EDH Fire Dept, or El Dorado County?

A-14 cont'd

Page 1144
8. OPEN SPACE GUIDELINES
A. Remove all gray pines within 100' of all property lines.
B. Remove all dead trees within 100' of all property lines.
C. Remove all dead limbs from live trees that are within 10' of the ground.
D. Limb all trees within 30' of the inner property lines at least 8' above the ground as measured on the uphill side of the tree.
E. Remove all dead limbs and trees laying on the ground within 100' of all property lines.
F. A one-time cleanup of all the drainages to remove the ladder fuels for 25' on both sides of the drainage.
G. Annually by June 1 cut or remove all grass and brush to a 2" stubble within 50' along the inner property lines adjacent to the residential lots and 10' along streets/trails and 100' along Salmon Falls Road adjacent to the project perimeter.
H. Open space areas may be landscaped and irrigated. Natural areas will follow the open space guidelines for fuel treatment.
I. Mature or multi stemmed oaks can present a serious wildfire problem if untreated. Treat the oaks in the open spaces as to the following specifications: (a) remove all dead limbs and stems and (b) cut off green stems at 8' above the ground that arch over and are growing down towards the ground. Measure from the uphill side of the tree to determine the appropriate height.
J. Permanent wet areas within the open space lots may be allowed to have a variety of vegetation provided the wet areas are isolated with a fuel hazard reduction zone if outside of an existing FHRZ.

A-15

Q14: What are the consequences for the Developer, HOA, or other entity, for not meeting the Open Space Guidelines / Fuel Hazard requirements? Who monitors these requirements for compliance? Who has the controlling enforcement powers? EDH Fire Dept, or El Dorado County?

APPENDIX G.3
Septic Feasibility Study

Q15: What is the merit of utilizing Septic systems for the project when the Wilson Estates/Overlook residential project has EID provided sewer facilities directly across Malcolm Dixon Rd from the proposed Vineyards residential project? - doesn't clustering the homes (to realize more open space, and to save on utility infrastructure costs) present an opportunity to provide EID sewer services to the project? Is it because the project lies just outside - literally across the street from - the El Dorado Hill Community Region boundary?

A-16

COMMENTS ON THE **SEPTIC COMPONENT SECTION 3.5**

Synopsis
Two issues are reviewed.
1. State Water Resources Control Board SWRCB) policies on Onsite Wastewater Treatment Systems (OWTS) may indicate that a minimum density requirement of 1.5 acres per lot exists for this project.
2. Clarification is needed for when recommended additional percolation tests are to be conducted. Is it prior to approving the Final Map or prior to issuing a building permit.

The Vineyards at El Dorado Hills proposes to use individual septic systems to each of the developed parcels. Questions were raised regarding connecting the development with the El Dorado Irrigation District sewer system. This does not address that question.

Onsite Wastewater Treatment Systems (OWTS) are governed by County Ordinance 110.32. This Ordinance is based upon the State Water Resources Control Board (SWRCB) policy as described in the *Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems* dated June 19, 2012. Page 22 of that document contains:

7.8 The average density for any subdivision of property made by Tentative Approval pursuant to the Subdivision Map Act occurring after the effective date of this Policy and implemented under Tier 1 shall not exceed the allowable density values in Table 1 for a single-family dwelling unit, or its equivalent, for those units that rely on OWTS.

A-17

Table 1: Allowable Average Densities per Subdivision under Tier 1.

Average Annual Rainfall Allowable Density (in/yr)	(acres/single family dwelling unit)
0 - 15	2.5
>15 – 20	2
>20 – 25	1.5
>25 – 35	1
>35 – 40	0.75
>40	0.5

Q16: According to Table 1, if the average rainfall on the project site is under 25 inches, then the minimum parcel size would be 1.5 acres and 50% greater than that proposed. We could not find average rainfall statistics for El Dorado Hills. Folsom statistics ranged from 24.07 to 24.48

inches which is just under the 25" limit. Placerville rainfall averages are clearly above 25 inches. The location and elevation are closer to Folsom than Placerville, but what is the appropriate reporting station to use remains unclear.

A-17 cont'd

Q17: If the site has an average rainfall of less than 25 inches, minimum lot size would be 1.5 acres - **does** the site exceed the 25 inches per year standard?

Pages 3.5-20 & 3.5-21, Pages 219 & 220
* the written description of Impact 3.5-5 is worded rather oddly. We have included it here as presented in the DEIR :

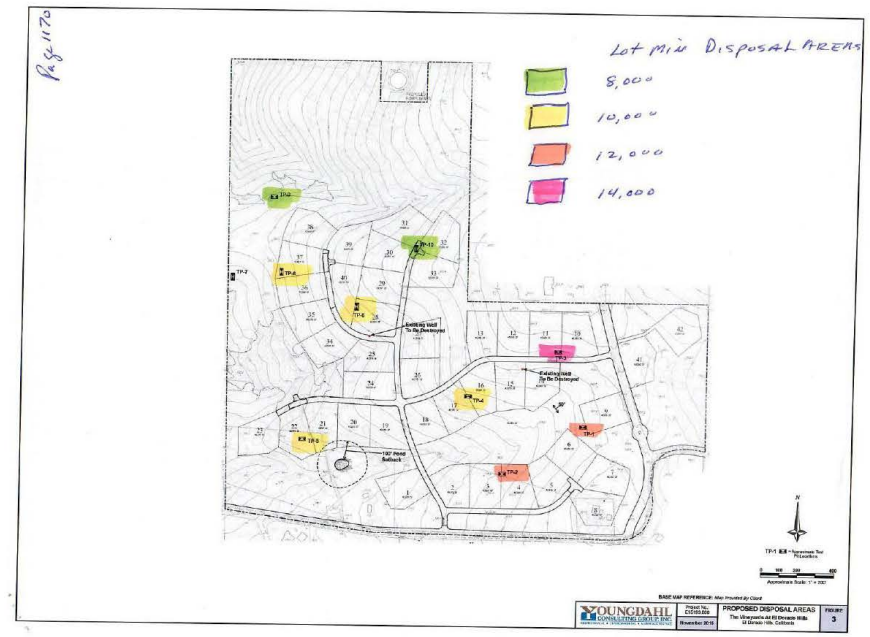
Impact 3.5-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (less than significant)*

Wastewater produced on the west slope of the county outside the EID collection system service area is treated by Onsite Wastewater Treatment Systems. These systems are also referred to as septic systems and typically include an underground septic tank connected to a house, business, or public facility and underground leach fields that emit a plume of wastewater. Septic suitability is dependent on the underlying soils of a site. If soils have sufficient limitations soil reclamation, and special design and installation techniques would be required.

A-18

The El Dorado County Environmental Management Department (EMD) is charged with managing the siting of septic systems. Specifically, EMD reviews proposals and criteria for septic system designs and inspects construction of new septic systems and repair of existing systems to determine conformance with applicable codes.

Percolation tests were performed by Youngdahl Consulting Group, Inc. in September and October of 2015 as part of a Septic Feasibility Study of the project site. Testing was performed with adherence to the El Dorado County Ordinance – Private Sewage Disposal Systems (Ordinance 4542) and El Dorado County Resolution No. 259-99, Design Standards for the Site Evaluation and Design of Sewage Disposal Systems. Each of the percolation tests were successful. Overall, no significant variations in soil subsurface conditions were found across the site. The septic feasibility study soil test identified the minimum disposal area required based on each of the test pits, with new lot minimum disposal areas ranging between 8,000 and 14,000 square feet. Proposed lots on the project site range in size with the smallest lot totaling 43,560 square feet which would adequately meet the new lot minimum disposal area.



A-18 cont'd

The Septic Feasibility Study indicated that each of the test pits were sited to avoid slope, drainage swale, and other constraints. The Septic Feasibility Study recommended that additional exploration be completed prior to filing of the Final Map to locate suitable disposal areas in order to demonstrate the feasibility of on-site wastewater disposal for lots not covered during the original exploration. The Septic Feasibility Study notes that additional mantle tests and percolation testing will be required by the El Dorado County Department of Environmental Management to validate the parcel layout. The Septic Feasibility Study was reviewed by EMD staff and identified as meeting EMD criteria for tentative map approval (El Dorado County EMD, 2017).

With the implementation of Mitigation Measure 3.5-3, the proposed project would have a ***less than significant impact relative to this topic****.*

Mitigation Measure 3.5-3a: *Prior to the issuance of a building permit the project proponent shall demonstrate to the satisfaction of the County Environment Health Department that the requirements of the County, including conformance with the County Code and the County's Design Standards for the Site Evaluation and Design of Sewage Disposal Systems are met and that the recommendations of the Septic Feasibility Study are implemented, including*

additional exploration to be conducted to demonstrate the feasibility of the on-site sewage disposal for each lot in the proposed project area, and that the disposal area for each lot is consistent with the sizing requirements identified in the subsequent exploration complies with the County's requirements for an on-site septic system.

Mitigation Measure 3.5-3b: *Prior to the issuance of a building permit on a lot in the project, the project proponent shall obtain all required permits and approvals for the construction of the lot's on-site septic system from the El Dorado County Environmental Management Department (EMD). All required conditions identified through review by EMD shall be incorporated into the final design and construction of each on-site septic system.*

The Septic Feasibility Study is listed as Appendix G.3 (Pages 1159-1191). Lots nearest the pond and the incoming drainage basin include lots 1-6, 9, and 10-23. Issues with the septic systems on these lots would have the greatest potential impact on the wetlands.

The EIR notes that the minimum lot disposal area ranged from 8,000 to 14,000 sq ft. The two test sites nearest the pond were listed at 10,000 sq ft TP-4 is on lot 22 and TP-5 is on the border between lots 16 & 17. Two more test sites are located in the drainage basin above the pond. Both TP 2 (bordering lots 3,4) and TP-1 just off lot 9 are rated at 12,000 sq ft. Test site TP3 , located between lots 10 and 11, is rated at 14,000 sq ft. A-18 cont'd

County setback requirements include 30 feet from the property front and 10 feet along the property lines. These setbacks reduce the area available for septic drainage fields from 1 to approximately 0.73 acres. The fall line of most of the properties adjacent to the pond and drainage above it are not straight front-to rear, but from right-front to left-back when facing the street.

The Septic Feasibility Study stated on page 4 (EIR page 1166):

> *While each of the test pits for this study were sited to avoid slope and drainage swale constraints, other constraints and setbacks for onsite disposal sites were not a part of this scope of work, and should be considered for future lot layouts.*
>
> *Parcel map boundaries for the site are being developed based on numerous constraints, including but not limited to onsite wastewater disposal feasibility. At some point in the feasibility process a definitive map showing potential parcels will be developed. Additional mantle tests and percolation testing will be required by the El Dorado County Department of Environmental Management to validate the parcel layout for a new tentative map.*
>
> *Based on our study, the additional exploration should be completed prior to filing of the Final Map to locate suitable disposal areas in order to demonstrate the feasibility of on-site wastewater disposal for lots not covered during the original exploration. Existing*

wells may need to be destroyed to eliminate adverse setbacks. However, it is our opinion that it is most likely that a significant number of lots using onsite wastewater disposal are feasible for this project.

A-18 cont'd

Impact 3.5.5 ***Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water*** is considered to have less than significant impact if mitigation measures 3.5.3a and 3.5.3b are implemented. The Septic Feasibility Study recommends further testing be carried out prior to the Final Map is approved. Mitigation measures 3.5.3a and 3.5.3b are in effect prior to a building permit is issued.

The EDH APAC Vineyards Subcommittee feels that Impact 3.5-5 is not adequately addressed. The Sewage Impact Study recommends further testing to demonstrate the soils support the use of of septic systems on the actual lots. The less than significant finding of Impact 3.5-5 is based on mitigation measures of ensuring the demonstration before a building permit is issued.
Impact 3.5-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (less than significant)

A-19

Q18: Should not that testing be done prior to the project approval, and be completed as part of the final Environmental Impact Report?

APAC appreciates having the opportunity to provide comments. If you have any questions please contact John Davey, 2019 APAC Chair at jdavey@daveygroup.net, John Raslear, Vice Chair, at jjrazzpub@sbcglobal.net, or Tim White, Vice Chair, at tjwhitejd@gmail.com

A-20

Sincerely,

John Davey
El Dorado Hills Area Planning Advisory Committee 2019 Chair

Cc: EDCO Planning Commission
EDCO BOS
APAC read file

Response to Letter A: El Dorado Hills Area Planning Advisory Committee

Response A-1: This comment is noted. This comment serves as an introduction to the comment letter. The commenter's concerns and recommendations noted throughout this comment letter are addressed below. No further response is necessary.

Response A-2: This comment primarily includes excerpts copied from Section 3.11, Transportation and Circulation, of the Draft EIR, including impact discussions, mitigation measures, tables, and figures. With respect to Mitigation Measure 3.11-3 of the Draft EIR, the commenter also states that "only a 1% project trip generation as per Transportation Study?"

The 1% distribution number refers to the initial traffic distribution/assignment and does not reflect the total number of drivers who travel to the Green Valley Road intersection with Malcom Dixon Road (Intersection #6) when the mitigation is constructed at the Green Valley Road intersection with Chartraw Road (Malcolm Dixon Road Cutoff Road) (Intersection #5). The initial trip distribution for the project was developed using existing conditions (traffic counts) and the County's travel demand model and was reviewed and approved by County staff.

As shown in Figure 3.11-3 on page 3.11-37 of the Draft EIR, under the Existing condition, 1% of the proposed project trips would head south on Loch Way from Green Valley Road. As noted on pages 3.11-15 and 3.11-16 of the Draft EIR, the El Dorado County Travel Demand Model (TDM) was used both as the basis to establish the relative assignment of proposed project trips, and to establish background traffic estimates for analysis scenarios (additional discussion on the specific application of the TDM can be found within each scenario's discussion section in Section 3.11.5). While the County originally provided the most recent iteration of the County's model at the onset of the project1, subsequent coordination with the County resulted in additional revisions to that model for use in this study[2]. The project trip distribution percentages that resulted from analyses completed for this study are provided in Figure 3.11-3 (Existing 2015) and Figure 3.11-4 (Future 2025).

Based on the assumed trip distribution, the net new external trips generated by the project were assigned to the street network, as shown in Figure 3.11-5 (2015) and Figure 3.11-6 (2025). It is noted that additional trip diversion occurred during the Existing (2015) Plus Proposed Project conditions with the incorporation of Chartraw Road construction (see Figure 3.11-7). No revisions to the Draft EIR are necessary in response to this comment.

Response A-3: The commenter notes that the left-turn lane at the Malcolm Dixon Cutoff/Chartraw Road would force eastbound traffic from Vineyards, Overlook, Alto, and La Canada projects to the Malcolm Dixon Road/Green Valley Road intersection and further

[1] Email from Natalie Porter, El Dorado County Community Development Agency, September 19, 2014.
[2] Email from Chirag Safi, Kittelson & Associates, Inc., September 4, 2015.

indicates that the Malcolm Dixon Road/Green Valley Road intersection is already poorly designed on a curve with two additional private driveways. The commenter asks if improvements to Malcolm Dixon Road and Green Valley Road should be considered. The commenter further questions whether Traffic Impact Mitigation (TIM) Fees could be used to add turn pockets, or realign West Green Springs with Malcolm Dixon Road.

The Green Valley Road intersection with Malcom Dixon Road (Intersection #6) is not significantly impacted in any scenario analyzed as a part of this project and therefore no mitigation measures/improvements are required. As shown in Tables 3.11-7, 3.11-8, and 3.11-9 of the Draft EIR, the addition of project-generated traffic would not result in unacceptable Level of Service (LOS) at the Malcolm Dixon Road and Green Valley Road intersection during the Existing Plus Project or Future Plus Project conditions. Without a nexus to the Vineyards project, it would be up to County staff to determine whether TIM fees are spent on improving this intersection. The comment letter has been provided to the County and this comment is noted for consideration by the County. No further response needed.

Response A-4: The commenter questions whether 1% or 0% of the project trips would be generated at the Malcolm Dixon Road and Green Valley Road intersection. The commenter also questions the methodology of the traffic study as it pertains to trip distribution and assignment. See Response A-2 regarding the trip distribution methodology used in the traffic study.

Response A-5: The commenter questions whether eliminating the southbound left turn from Malcolm Dixon Road onto eastbound Green Valley Road would result in changes in the travel patterns from the Overlook and Wilson Estates projects. As required by Mitigation Measure 3.11-3 on page 3.11-23 of the Draft EIR, southbound left-turn movements at the Green Valley Road and Malcolm Dixon Cutoff Road (Chartraw Road) intersection would be restricted. As a result of this turn restriction, those vehicles originally making the subject southbound left-turn would be rerouted to the Green Valley Road/Malcom Dixon Road intersection. This mitigation measure is required in order to reduce the potentially significant impact to the Green Valley Road/Malcolm Dixon Cutoff Road (Chartraw Road) intersection. The analysis of future conditions considered the full buildout of Wilson Estates and the associated trip patterns of residents living in that development. When the mitigation measure restricting southbound left turns was developed, all trips, including those from residents at Wilson Estates, were redistributed and analyzed. The Malcolm Dixon Road/Green Valley Road intersection would operate at acceptable conditions with implementation of Mitigation Measures 3.11-2 and 3.11-3 as shown in Table 3.11-9. Further, as shown in Table 3.11-9, implementation of the proposed mitigation measures would not result in an increase in the significance of impacts at study intersections and would reduce the project's contribution to significant impacts to a less than significant level. No change to the Draft EIR is necessary in response to this comment.

Response A-6: The commenter questions if there are any planned improvements to Malcolm Dixon Road in the project area, other than the northern extension of Malcolm Dixon Cutoff/Chartraw Road. Malcolm Dixon Road improvements that would be made by the project include the project's access (Intersection #7 and Intersection #14). Malcolm Dixon Road would be re-aligned, as shown in Draft EIR Figure 2.0-5 (the realignment would occur between Via Veritas and the Malcolm Dixon Cutoff Road (Chartraw Road). The project would provide improvements along the project's frontage with Malcolm Dixon Road, with a 12-foot travel lane and a 3-foot shoulder on each side of the road, with the exception of the existing box culvert location, consistent with the County's roadway standards.

Future improvements to Malcolm Dixon Road, not proposed by the project, are included in Chapter 2.0, Project Description, of the Draft EIR. As noted on pages 3.0-2 and 3.2-3, the project site is part of an Area of Benefit (AOB) created by the project applicant, Alto, LLC, Diamante Development, LLC, and Salmon Falls Land & Cattle Company LLC to construct off-site public improvements to improve circulation. The AOB has been approved by El Dorado County and would provide the following improvements:

- Widening and Reconstruction of portions of Malcolm Dixon Road (frontage of the project site);
- Construction of a new Green Valley Road connection (currently partially complete);
- Improvements to the Malcolm Dixon/Green Valley Connector (Malcolm Dixon Cutoff Road);
- Intersection improvements at Salmon Falls Road;
- Via Veritas (new connection from Malcolm Dixon Road to the approved Alto subdivision).

The plans for the Malcolm Dixon Cutoff Road connection between Malcolm Dixon Road and Green Valley Road have been submitted to the County and construction of this improvement is planned for Summer 2019. The remaining AOB improvements are planned to be constructed concurrently with the project, but can occur in advance of the project as these improvements have been approved by the County as part of the AOB.

- Malcolm Dixon Road Widening (project frontage);
- Modifications to intersection of Green Valley Road at Loch Way; and
- Via Veritas from Malcolm Dixon Road to the north border of the project site.

The AOB improvements were analyzed in the Initial Study/Mitigated Negative Declaration (SCH # 2009022042) approved for La Canada Subdivision by El Dorado County on January 9, 2010 and have been approved by the County. The AOB improvements will be implemented regardless of the approval of the proposed Vineyards at El Dorado Hills project.

All projects included in the AOB are responsible for the funding of the AOB improvements. The remaining AOB improvements would be constructed by the other AOB participants.

Response A-7: This comment includes the text of Mitigation Measure 3.7-3 from Section 3.7, Hazards and Hazardous Materials, of the Draft EIR. The commenter questions if the proposed vineyard space will be zoned for agricultural use, and questions what will happen to this land if the vineyard does not come to fruition, or is later abandoned. The proposed vineyard space will not be zoned for agricultural use. The entire project site is zoned Estate Residential–5-acre, including the proposed vineyard space. The project proposed the Planned Development (-PD) overlay zone, which would result in the zoning of the entire site RE-5-PD. As required by Mitigation Measure 3.7-3, if the required operation plan for the vineyard is amended or changed, the County Agriculture Department would re-review the plan. The Home Owners' Association (HOA) will be required to implement and abide by the operations plan.

If the vineyard were not implemented, the project would continue to be required to comply with the Zoning Ordinance, which identifies the requirements for common open space in residential development projects in the –PD zone at Section 130.28.050(A). Such land uses include uses for recreational, passive, and aesthetic purposes, protection of agricultural or natural resources, pedestrian circulation, and water features.

Response A-8: The commenter questions why there are no details of potential impacts of the vineyard operations on traffic, the environment, noise, pesticides, etc. The commenter also questions if there are provisions limiting the potential agriculture operation from later potentially involving cannabis cultivation.

The details of the proposed vineyard are discussed on pages 2.0-4 and 2.0-5 of Chapter 2.0 of the Draft EIR. As discussed, a small-scale vineyard (up to 25 acres) would be planted within the open space area (Lots A, B, C, and D) as shown on Figure 2.0-5. The land would be owned by the HOA and would be leased to a vineyard grower that would plant and operate the vineyard. No production or distribution facilities are proposed on the project site. Vineyard operations would include vineyard maintenance activities that would occur approximately one week each month from February through July each year and a one- to two-week harvest period that would occur in or near the fall of each year.

The impacts of the proposed vineyard on the environment are discussed throughout Sections 3.1 through 3.12 of the Draft EIR. Impacts related to traffic, noise, and pesticides are discussed in Sections 3.11, 3.9, and 3.7, respectively. As noted in Section 3.11, vehicle trips associated with the vineyard component were reviewed and determined to not have a significant contribution to recurring weekday peak-hour trips and did not require any modifications to the traffic study prepared for the project.

As discussed in Section 3.9, no production or distribution facilities are proposed as part of the project and noise associated with vineyard operations would be primarily noise associated with a temporary increase in vehicle trips during maintenance activities.

As noted in Section 3.7, the vineyard areas will likely use a variety of hazardous materials commonly found in agricultural areas, including herbicides and pesticides. If handled appropriately, these materials do not pose a significant risk. There will be a risk of release of these materials into the environment if they are not stored and handled in accordance the State (i.e., California Department of Pesticide Regulations, California Department of Food and Agriculture) and local (i.e., El Dorado and Alpine Counties Department of Agriculture Weights and Measures) regulations. Mitigation Measure 3.7-3 is included in Section 3.7 in order to address the potential impacts resulting from pesticide use.

Regarding potential cannabis cultivation at the project site, there are no provisions within the Draft EIR that limit the agriculture operations from involving cannabis cultivation. However, the agricultural operations would be subject to the current state and local regulations pertaining to cannabis cultivation, as well as the operation plan required by Mitigation Measure 3.7-3 which does not provide for cannabis cultivation. It is further noted that the County does not currently allow medical marijuana growing or cultivation in areas zoned RE-5 (i.e., the proposed project site zoning designation). As such, cannabis cultivation would not occur on-site.

Response A-9: The commenter questions what impacts the cultivation and maintenance of the proposed vineyard will have on soils and groundwater due to the use of pesticides and fertilizers. The commenter also questions what impact the landscaping and use of pesticides and fertilizers for the residential component of the project would have on the vineyard's organic certification (if the vineyard operation were to be organically certified).

Impacts associated with pesticide, herbicide, and other pollutants use, including effects on natural resources and groundwater are discussed in Sections 3.3, Biological Resources, and 3.8, Hydrology and Water Quality, of the Draft EIR.

As discussed in Section 3.3 under Impact 3.3-7, use of nutrients, pesticides, and other potential pollutants associated with vineyard operations could affect natural resources on the project site. Mitigation Measures 3.3-7 through 3.3-10 were identified to reduce potential impacts to less than significant. In particular, Mitigation Measure 3.3-8 requires use of proper best management practices (BMPs), including restrictions on use of pesticides, fuel, and other potential pollutants within 50 feet of an aquatic resource, setbacks from drainage and aquatic resources for use of machinery and ground-disturbing activities, and other measures to protect aquatic and natural resources and Mitigation Measure 3.3-10 establishes requirements for management of the open space areas associated with the project, including the vineyards, in order to protect aquatic and natural resources.

As discussed in Section 3.8 under Impact 3.8-2, while the use of herbicides and/or pesticides of the vineyards area during project operation could affect water quality, there are state and local requirements that would address potential impacts and ensure that impacts to water quality would be less than significant. The discharge of stormwater throughout the project site would be treated through best management practices (BMPs) prior to its discharge. The El Dorado County Code provides rules and regulations to manage and control stormwater and discharge. The County Grading, Erosion, and Sediment Control Ordinance (Grading Ordinance) (Chapter 110.14 of the County Code) establishes provisions for public safety and environmental protection associated with grading activities on private property. Separately, the County's Subdivision Ordinance (El Dorado County Code Title 120) requires drainage plans to be submitted prior to the approval of tentative maps for proposed subdivision projects. Furthermore, the proposed project would be subject to Section 15.14.140 of the County Code, which requires an Agricultural Grading Permit for agricultural activities that convert one acre or more of undisturbed vegetation to agricultural cropland. However, as specified by Policy 7.1.2.7 of the El Dorado County General Plan, agricultural practices that do not change the natural contour of the land and that use BMPs may be exempt from obtaining an Agricultural Grading Permit. Therefore, if the proposed project converts one acre or more of undisturbed vegetation to a vineyard, the proposed project would be required to obtain an Agricultural Grading Permit from the Agricultural Commissioner's office, or implement BMPs sufficiently to ensure that runoff from the vineyard does not contribute to a violation of water quality standards or water discharge requirements.

The comment related to the effect of residential pesticide and herbicide use on an organic certification for the vineyard does not address the adequacy of the Draft EIR. As previously described, potential impacts associated with pesticides, herbicides, and other pollutants were addressed in the Draft EIR and no revisions or additional response is necessary.

Response A-10: This comment questions how public access to the on-site walking trails would be provided for automobiles, motorcycles, and bicycles. The commenter also notes that use of the trails should be included in the calculation of daily trips in the traffic study. The commenter further notes that the aesthetics impacts of non-residential parking outside of the gated community should be part of the Draft EIR. The project does not include designated parking for the on-site trails. As such, aesthetics considerations for this type of parking is not included in the Draft EIR. Visitors to the proposed walking trails are expected to be primarily project residents. The vehicle access to the project site is proposed to be gated; however, the trails would not be gated and would be accessible to pedestrians and bicyclists. The potential trips resulting from use of the trail was not included in the traffic study as the number of trips that would result during AM or PM peak hours would be negligible.

Response A-11: The commenter questions if the water required for the vineyard operation was considered as part of the 44 equivalent dwelling units (EDUs) required for the project. The commenter also questions how the vineyard operations water needs can be known if the operations are undefined.

The vineyard operations are defined in Chapter 2.0 of the Draft EIR. As discussed, a small-scale vineyard (up to 25 acres) would be planted within the open space area (Lots A, B, C, and D) as shown on Figure 2.0-5. The land would be owned by the HOA and would be leased to a vineyard grower that would plant and operate the vineyard. No production or distribution facilities are proposed on the project site. Vineyard operations would include vineyard maintenance activities that would occur approximately one week each month from February through July each year and a one- to two-week harvest period that would occur in or near the fall of each year. As stated in Section 3.12 of the Draft EIR, the water supply is not yet guaranteed by the El Dorado Irrigation District (EID) and the vineyards component was not included in the request. However, EID anticipated that the project would require 59 EDUs, which is the demand associated with the approved Diamante Estates project, when it annexed the project site (LAFCO Staff Report – Request for Time Extension Diamante Estates, June 22, 2016). The project demand is estimated to be approximately 51.18 EDUs (42 EDUs for the residential uses and 9.18 EDUs for the vineyard, as described under Impact 3.12-3 on page 3.12-17 of the Draft EIR. Therefore, the proposed project demand (from both the residences and the vineyard) would likely be less than the 59 EDUs assumed for the site when it was annexed into EID. EID reviewed and commented on the project on August 3, 2018 (see Letter C, below) and did not identify any issues or concerns related to the assumption that the project would require approximately 51.2 EDUs. It is further noted that EID's comments did not identify any issues or concerns related to the Draft EIR conclusion that there is adequate water supply to serve the project and impacts associated with water supply would be less than significant, as discussed under Impact 3.12-3 on page 3.12-17 of the Draft EIR.

Response A-12: The commenter questions if Alternative B is a viable option by the applicant or County planning staff. The Revised Project B Alternative is a feasible option; however, this option includes less economic benefits than the proposed project, primarily the proposed vineyard component which would provide income to the project in association with the sale of wine grapes and would also further agricultural uses, supporting the agricultural sector of the County's economy. It may also be determined to not have other benefits that are associated with the project. The County will review this alternative, as well as the other project alternatives presented in Chapter 5.0 of the Draft EIR.

Response A-13: The commenter asks the following questions: what would occur if the property owner becomes unable to maintain the oak mitigation program? What happens to the maintenance of the new plantings, pruning, thinning, and watering if the property owner is unable to maintain the program? What is the success rate per tree planted?

What is the success rate per acorn planted? Who monitors and enforces this mitigation? Is this real ongoing monitoring, or self-reporting?

The requirements of the oak mitigation plan are outlined in Mitigation Measure 3.3-11, Mitigation Measure 3.3-12, and in the Oak Woodland Canopy Analysis, Preservation, and Replacement Plan for Vineyards at El Dorado Hills dated February 28, 2018. The property owner will be responsible for implementing Mitigation Measure 3.3-11 during project development and the Homeowners Association would become responsible for ensuring on-going implementation of and adherence to the mitigation measure. The County is responsible for mitigation monitoring and enforcement. A Mitigation Monitoring and Reporting Program (MMRP) will be presented to the Planning Commission and Board of Supervisors as part of the staff report and the MMRP will identify the responsible parties for implementation, monitoring, and enforcement, consistent with the requirements of CEQA Guidelines Section 15097. The measure does not rely on self-reporting. As stated at CEQA Guidelines Section 15097(a), the lead agency, El Dorado County – not the project applicant, is responsible for ensuring that implementation of the measures occurs in accordance with the MMRP. The MMRP is provided in Chapter 4.0 of this Final EIR.

The Oak Woodland Canopy Analysis, Preservation, and Replacement Plan is included as Appendix C.4 of the Draft EIR. As discussed in the Plan, the trees would be evenly spaced in the available planting area in the most likely positions for growing long term oak canopy. Irrigation, maintenance, and monitoring will be performed to provide the best opportunities for successful establishment and growth of the mitigation trees. While the survival rate of the trees is estimated to be 90% survival with high management intensity and 85% survival with moderate management intensity based on the El Dorado County Interim Interpretive Guidelines for El Dorado County General Plan Policy 7.4.4.4, Mitigation Measure 3.3-11 is based on the project achieving a comparable canopy coverage to the canopy coverage removed by the project. If necessary, replacement acorns or trees would be planted to achieve adequate coverage as described under the Acorn Monitoring and Tree Monitoring components of Mitigation Measure 3.3-11. The quality of the grown seedlings will be approved by a qualified arborist or nursery grower, and the spacing, design, and irrigation plan will be approved by a qualified arborist. Appropriate reporting and validation of the successful tree establishment and growth will be provided by the property owner.

Response A-14: The commenter questions what the consequences would be for the developer, HOA, or other entity for not meeting the fuel hazard reduction zone requirements. The commenter also asks who monitors compliance, and who has enforcement powers. The text cited in the comment is from the Vineyards at El Dorado Hills Wildland Fire Safe Plan, which is included as Appendix G.1 of the Draft EIR.

Implementation of the Wildland Fire Safe Plan would be a condition of project approval. The County and El Dorado Hills Fire District would be responsible for the on-going enforcement of the Wildland Fire Safe Plan. However, in order to ensure the

implementation and on-going enforcement of the Wildland Fire Safe Plan, Mitigation Measure 3.7-4 is added to the Draft EIR as shown below and as shown in Chapter 3.0, Errata, of this Final EIR. As the lead agency, El Dorado County will be responsible for ensuring compliance by the project developer, project property owners, and the project's Homeowners Association (or other entity approved by the County) with Mitigation Measure 3.7-4.

> ***"Mitigation Measure 3.7-4:*** *The Wildland Fire Safe Plan (Vineyards at El Dorado Hills Draft EIR, Appendix G.1.) shall be adhered to throughout all phases of project construction, development, and operation.*
>
> *All improvement plans submitted for the project shall incorporate the applicable measures of the Wildland Fire Safe Plan as described below.*
>
> ***Grading Plans (site preparation)*** *– All grading plans shall incorporate the requirements of the Wildland Fire Safe Plan. It is noted that the Wildland Fire Safe Plan improvements may be phased and completed in conjunction with grading and site preparation efforts for individual phases of the project, but shall be completed for all open space areas abutting residential lots associated with an individual phase.*
>
> ***Grading and Improvement Plans (individual residential lots).*** *All grading and improvement plans shall be consistent with the Wildland Fire Safe Plan and applicable state and local regulations and shall be submitted to the El Dorado Hills Fire Department and El Dorado County for review and approval.*
>
> ***Individual Homeowner Responsibility.*** *All purchasers of residential lots shall be provided with a copy of the Wildland Fire Safe Plan and shall sign an agreement to comply with the requirements of the Wildland Fire Safe Plan and applicable requirements of federal, state, and local regulations. This requirement shall be recorded against the property and shall apply to all subsequent property owners and shall include the following specifications.*
>
> *A. Property shall be landscaped and maintained in perpetuity consistent with the fuel clearance and maintenance requirements described in the Wildland Fire Safe Plan.*
>
> *B. All improvement plans, building permits, grading permits, and any fencing and access improvements (driveways, gates, etc.) shall be consistent with the the Wildland Fire Safe Plan and any applicable laws and regulations. Such permits and plans shall be submitted to El Dorado Hills Fire Department and El Dorado County for review for compliance with the Wildland Fire Safe Plan and applicable laws and regulations.*
>
> ***Homeowner Association Responsibility.*** *The Homeowner Association, or other entity identified to the satisfaction of the County of El Dorado, shall be responsible for maintaining the fuel hazard reduction zones in the common open space areas and along the road. The common open space lots shall be maintained annually*

consistent with the Wildland Fire Safe Plan and any applicable requirements of state and local law. Maintenance shall include, but not be limited to:

A. Annually by June 1st, cut or remove all grass and brush to a 2" stubble within 50' along the inner property lines adjacent to the residential lots and 10' along streets/trails and 100' along Malcolm Dixon Road adjacent to the project perimeter.

B. Remove all gray pines, all dead trees, and all fallen dead trees and dead tree limbs within 100' of all property lines.

C. Remove all dead limbs from live trees that are within 10' of the ground.

D. Limb all trees within 30' of the inner property lines at least 8' above the ground as measured on the uphill side of the tree.

E. Open space areas may be landscaped and irrigated. Natural areas will follow the open space guidelines for fuel treatment.

F. Maintain the oaks in the open space areas as to the following specifications: (a) remove all dead limbs and stems and (b) cut off green stems at 8' above the ground that arch over and are growing down towards the ground. Measure from the uphill side of the tree to determine the appropriate height.

G. Permanent wet areas within the open space lots may be allowed to have a variety of vegetation provided the wet areas are isolated with a fuel hazard reduction zone if outside of an existing fuel hazard reduction zone.

H. The Homeowner Association shall coordinate with the El Dorado Hills Fire Department for review of the Wildland Fire Safe Plan within five years to determine its adequacy. Any modifications required by the El Dorado Hills Fire Department shall be implemented as necessary."

Response A-15: The commenter questions what the consequences would be for the developer, HOA, or other entity for not meeting the open space/fuel hazard requirements. The commenter also asks who monitors compliance, and who has enforcement powers. As previously described, El Dorado County is responsible for monitoring and enforcement of all mitigation measures in the Draft EIR. The Mitigation Monitoring and Reporting Program describes the process for ensuring that measures are complied with and identifies steps for the County to take in the event of noncompliance by the project and provides direction regarding filing a complaint with the County if noncompliance is asserted by a person or agency.

Response A-16: The commenter questions why the project would use septic systems instead of using EID sewer services. The project has proposed to use on-site septic systems as the County typically does not encourage the use of public sewer systems outside of community region boundaries and the project can adequately support on-site septic systems as described in the Draft EIR under Impact 3.5-5 in Section 3.5 and is further discussed below under Responses A-17 through A-19.

Response A-17: The commenter notes that if the average rainfall on the site is under 25 inches, then the minimum parcel size would be 1.5 acres based on County Ordinance 110.32, which is governed by the State Water Resources Control Board (SWRCB) Onsite Wastewater Treatment Systems Policy (OWTS Policy). The commenter also questions whether the site exceeds the 25 inches per year standard.

County Ordinance 110.32, as well as the associated SWRCB policy language, specifically refers to average lot size. The project exceeds the average lot size for any of the rainfall conditions shown in OWTS Policy 7.8 Table 1, which requires a minimum lot size of 2.5 acres/single family unit for sites with 15 or less inches of rainfall per year and has the lowest minimum lot size requirement of 0.5 acre per single family unit for sites with more than 40 inches of rainfall per year. The average project density would be 2.7 acres per single family dwelling (42 residential lots/114.03-acre project site); this exceeds the minimum density requirements for parcels in the 20 to 25 inches of rainfall per year category and also exceeds the minimum size requirements for all rainfall categories shown in Table 1, meaning that the project density would meet the County requirements for septic under all rainfall conditions. No revision to the Draft EIR is necessary to address this comment.

Response A-18: This comment includes information from the Draft EIR related to the on-site septic system, identifies the test sites nearest the pond, and summarizes information from the Draft EIR related to minimum lot disposal sizes for septic, and identifies the minimum lot disposal area for test sites in the vicinity of de drainage basin and pond. The commenter goes on to indicate that County setback requirements include 30 feet from the property front and 10 feet along [other] property lines. The commenter indicates that the setbacks reduce the area available for septic drainage fields from 1 acre to approximately 0.73 acres. These observations are noted. The one-acre and larger lots proposed by the project will have adequate capacity to accommodate the setbacks, which will typically total approximately 0.2 to 0.3 acres in size, and the septic drainage fields generally in the range of 0.18 to 0.32 acres. This would leave approximately 0.38 to 0.62 acres to accommodate a residential dwelling, which is more than adequate. No revisions to the Draft EIR are necessary in response to this comment. The commenter follows these observations with additional comments and recommendations in Comment A-19; see below for the Response A-19.

Response A-19: The commenter believes that Impact 3.5-5 is not adequately addressed in the EIR. The commenter indicates that the less than significant conclusion is based on mitigation measures that ensure the demonstration of adequate septic before a building permit is issued and questions if the septic testing should be done prior to project approval and be completed as part of the Final EIR.

The Septic Feasibility Study, prepared by Youngdahl Consulting Group, signed by a Certified Engineering Geologist/Hydrologist, and reviewed and accepted by the County's Environmental Management Department, provides decision-makers with sufficient information to understand the general septic requirements for the project, to

determine whether or not the soils on the project site are suitable for septic, and to determine whether additional measures are appropriate to reduce potential impacts to less than significant. The Septic Feasibility Study indicates that subsurface conditions and percolation characteristics across the site are anticipated to be consistent with those observed in the current study and, identifying the potential for various constraints and changes to the parcel layout (there were no significant changes to the parcel layout), that additional exploration should be completed prior to filing the Final Map.

In order to ensure that adequate capacity is demonstrated prior to recordation of the Final Map and prior to the start of construction of any residential units, Mitigation Measure 3.5-3a is revised as shown below to require that the lot-specific exploration required by the Septic Feasibility Study be completed prior to approval and recordation of the Final Map. This will ensure that the recorded residential lots each have been demonstrated to have adequate capacity and characteristics to accommodate the septic disposal area. Completion of the testing prior to project approval is not required, as the Septic Feasibility Study provides adequate information for the decision-makers to make an informed decision regarding the potential significance of impacts associated with use of on-site septic systems for the project. As such, the analysis and conclusion of Impact 3.5-5 is adequate and no additional changes, beyond the revisions shown below to address Mitigation Measure 3.5-3a, to the Draft EIR are necessary.

"Impact 3.5-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (~~l~~Less than ~~s~~Significant with Mitigation)

Wastewater produced on the west slope of the county outside the EID collection system service area is treated by Onsite Wastewater Treatment Systems. These systems are also referred to as septic systems and typically include an underground septic tank connected to a house, business, or public facility and underground leach fields that emit a plume of wastewater. Septic suitability is dependent on the underlying soils of a site. If soils have sufficient limitations soil reclamation, and special design and installation techniques would be required.

The El Dorado County Environmental Management Department (EMD) is charged with managing the siting of septic systems. Specifically, EMD reviews proposals and criteria for septic system designs and inspects construction of new septic systems and repair of existing systems to determine conformance with applicable codes. EMD also manages the proper disposal of liquid waste collected from licensed haulers through a permit issuance and inspection process. The County also operates a treatment and disposal facility that accepts septage from septic systems throughout the county, treats it, and disposes the waste byproducts. The septage is comprised of material contained within septic tanks and is a small fraction of the total wastewater treated by septic tanks and

dispersed of in leach fields. Individual property owners with a septic system pay the County a fee to use the facility once a year.

Percolation tests were performed by Youngdahl Consulting Group, Inc. in September and October of 2015 as part of a Septic Feasibility Study of the project site. Testing was performed with adherence to the El Dorado County Ordinance - Private Sewage Disposal Systems (Ordinance 4542) and El Dorado County Resolution No. 259-99, Design Standards for the Site Evaluation and Design of Sewage Disposal Systems. Each of the percolation tests were successful. Overall, no significant variations in soil subsurface conditions were found across the site. The septic feasibility study soil test identified the minimum disposal area required based on each of the test pits, with new lot minimum disposal areas ranging between 8,000 and 14,000 square feet. Proposed lots on the project site range in size with the smallest lot totaling 43,560 square feet which would adequately meet the new lot minimum disposal area.

The Septic Feasibility Study indicated that each of the test pits were sited to avoid slope, drainage swale, and other constraints. The Septic Feasibility Study recommended that additional exploration be completed prior to filing of the Final Map to locate suitable disposal areas in order to demonstrate the feasibility of on-site wastewater disposal for lots not covered during the original exploration. The Septic Feasibility Study notes that additional mantle tests and percolation testing will be required by the El Dorado County Department of Environmental Management to validate the parcel layout. The Septic Feasibility Study was reviewed by EMD staff and identified as meeting EMD criteria for tentative map approval (El Dorado County EMD, 2017).

If not designed correctly, septic systems could result in health impacts, adversely affect natural habitat, and pollute groundwater. This impact is therefore considered to be potentially significant. Mitigation Measures 3.5-3a and 3.5-3b requires that the septic system and leach field would be designed~~reviewed~~ and constructed consistent with the recommendations of the Septic Feasibility Study and to comply with all applicable requirements of the El Dorado County Environmental Management Department, which provides standards for the site evaluation, design, inspections, and permitting of sewage disposal systems, as well as County regulations addressing septic systems included in Chapter 15.32 of the El Dorado County Code (Private Septic Systems), and Resolution No. 259-99 (Design Standards for the Site Evaluation and Design of Sewage Disposal Systems).

With the implementation of Mitigation Measure 3.5-3, the proposed project would have a ***less than significant*** impact relative to this topic.

MITIGATION MEASURES

*"**Mitigation Measure 3.5-3a:** The project applicant shall comply with the following to ensure that the septic system proposed for each residential lot is adequate and can be accommodated on the proposed lot:*

- *Prior to approval and recommendation of the Final Map, the project proponent shall demonstrate to the satisfaction of the County Environmental Health Department that the recommendations of the Septic Feasibility Study are implemented, including additional exploration to be conducted to demonstrate the feasibility of the on-site sewage disposal for each lot in the proposed project area. The project proponent shall demonstrate that the disposal area for each lot is consistent with the sizing requirements identified in the subsequent exploration and that each lot size is adequate to comply with the County's requirements, including setbacks, for an on-site septic system.*
- *Prior to the issuance of a building permit the project proponent shall demonstrate to the satisfaction of the County Environment Health Department that the requirements of the County, including conformance with the County Code and the County's Design Standards for the Site Evaluation and Design of Sewage Disposal Systems are met. ~~and that the recommendations of the Septic Feasibility Study are implemented, including additional exploration to be conducted to demonstrate the feasibility of the on-site sewage disposal for each lot in the proposed project area, and that the disposal area for each lot is consistent with the sizing requirements identified in the subsequent exploration complies with the County's requirements for an on-site septic system.~~"*

Response A-20: This comment is noted. This comment serves as a conclusion to the comment letter. No further response is necessary.

El Dorado Hills
Community Services District

February 1, 2019

Evan Mattes, Associate Planner
El Dorado County Planning Department
2850 Fairlane Court
Placerville, CA 95667

RE: **NOTICE OF AVAILABILITY OF THE VINEYARDS AT EL DORADO HILLS PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT SCH #2017102026**

The El Dorado Hills Community Services District appreciates this opportunity to respond to the request for comments on the above referenced project. The District supports the applicant's request for a Notice of Preparation of a Draft Environmental Impact Report with the following comments: B-1

Community Services District Purview for Parks, Recreation, and Quality of Life Elements

The El Dorado Hills Community Services District ("District") was formed on May 21, 1962 by County Board of Supervisors Resolution No. 98-62 and under Government Code §61600. Although the District has obvious powers related to parks and recreation, it has a broad and strong mission statement to: "*Enhance the quality of life for El Dorado Hills residents through innovative, responsible leadership and by providing superior services and facilities.*" The proposed project and its environmental impacts that are evaluated and disclosed in the DEIR will directly, indirectly, and cumulatively affect many elements and factors that contribute to the quality of life of residents within the CSD's service area. Accordingly, the District is seeking through this comment letter to obtain impact mitigation through annexation of the project area into the District's jurisdiction, and/or further analysis and discussion of certain important issues. For instance, an analysis addressing the impacts and mitigation of said impacts unto the District so that better-informed decisions and public participation on this proposed project may occur. B-2

Incomplete Analysis

The DEIR states in Section 3.10 "As described in the Initial Study prepared for the proposed project, with the addition of the proposed trails and open space and payment of applicable County fees, the proposed project will result in a **less than significant** impact to parks, and impacts to parks will not be discussed further in this EIR." However, the DEIR analyses are in respect to the County General Plan, which specifically addresses park and other quality of life element(s) goals. Goals that are accomplished by the District in the El Dorado Hills Community area. B-3

The District is the local provider in the nearest proximity to the Vineyards Project that provides for certain quality of life elements, including parks and recreation services, senior enrichment services, refuse (garbage) services, telecommunications, and CC&Rs. In addition to those enabled authorities, the District represents the community of El Dorado Hills, specifically, legislatively for matters under the District's purview. New resident populations have recently

been found to create an impact to the park and recreation system; a park and recreational facility capital impact of $11,718 per single family home. That finding is supported by a Nexus Study, which has been approved by the El Dorado County Board of Supervisors on July 17, 2018. There are also other ongoing maintenance, replacement, and operational costs, i.e. impacts, associated with the District's services to the community beyond capital facilities. The Vineyards Project, by proximity to the District, and the lack of comparable services provided within the vicinity, is presenting many unmitigated and unaddressed impacts within the DEIR.

The District has previously commented to El Dorado County concerning annexation of the Vineyards Project. See the dated and signed letter from August 31, 2017 (attached). The Vineyards Project abuts the current boundaries of the District. At the time of this report, El Dorado County LAFCO is conducting a district municipal service review (MSR), with the Project area – and other areas nearby – under specific consideration for inclusion into the sphere of influence (SOI) of the District. It is more than likely that the Project area will be included into the SOI given the Project's proximity and need for Project residents to seek the services provided by the District. B-3 cont'd

Further, during the December 12, 2018 El Dorado Hills Area Planning Action Committee (APAC) meeting the Project was presented by the Project representatives, which included a question and answer portion. The District General Manager inquired of the Project representative, if there were any parks within the Project plan and what/who would be providing those facilities – Senior Services, community pool, public parks – because the County relies on the District for those parks and recreation provisions in this area. The Project representative, Mr. Sandberg, provided a response that conveyed an expectation that the District facilities would be utilized by the planned Project residents. It is District Staff's understanding that this meeting was recorded by the Project representatives. The meeting and discussion was open to the public, and attended by more than 20 residents, as well as County Planning staff. Given this assertion of impacts from the Project representatives, there appears to be sufficient cause for more than a "less than significant" impact created by this project.

This Project presents specific and recognizable impacts for parks and recreation facilities, which are entirely unaddressed.

In addition to the environmental and quality of life elements addressed above, the District would like to take this opportunity to comment on District standard requirements related to residential developments. The proposed project is to be comprised of 42 single-family residential lots on 42.23 acres, five (5) open space lots totaling 65.58 acres, with a potential small-scale 25-acre vineyard to be planted on open space lots A, B, C, D.

In accordance with District Policy Series Number 6000, Facility Development including Guidelines for Parkland Dedication and Development Standards: B-4

Parkland Dedication

All subdividers of land within the District's jurisdiction shall dedicate park land suitable for active recreation use, or pay Quimby fees in-lieu thereof, or by District Board authorization, follow a combination of these alternatives. Dedication amounts shall be determined as a result of calculation based on the legislated rate, as outlined in El Dorado County Subdivisions Ordinance.

Development Standards

Should parkland be considered for dedication to the District, Development Standards outlined in District Policy 6110 details several aspects of development and design requirements related to land suitable for dedication as an active recreation site (parkland). The District requires a conceptual park site design, demonstrative of the improvements proposed and their footprint within the proposed park site.

Preliminary review of site maps for this project identified wetlands/waterways, as well as a possible naturally occurring sprint (seep). The District supports the preservation of such environmental elements, as they in-turn support the aesthetics, wildlife, and character of El Dorado Hills.

B-4 cont'd

Separate of District Policy, the preservation of oak trees, open space, and ridgelines enhances the aesthetic character that defines El Dorado Hills, and supports all efforts for the Developer and County to maintain the maximum level of each.

Additional Project Considerations

A homeowners association ("HOA") needs to be formed to finance ongoing operation and maintenance of streetlights (if any), streetscape, and for open space management. The District recommends the creation of a shell Landscape and Lighting Assessment District for the 42-unit development, as a backup funding mechanism in the event the Homeowner's Association should fail to maintain the improvements to the District's standards.

We look forward to providing further comments throughout the planning review process. Should you have any questions or comments regarding the above, please contact me at (916) 614-3236.

B-5

Regards,

Tauni Fessler

Tauni Fessler
Director of Parks and Planning
El Dorado Hills Community Services District

Enclosures (1)

1. Letter dated August 31, 2017, District Comments to El Dorado County – Proposed Development Review of the Vineyards Project

El Dorado Hills
COMMUNITY SERVICES DISTRICT

August 31, 2017

Rommel Pabalinas, Project Planner
El Dorado County Planning Department
2850 Fairlane Court
Placerville, CA 95667

RE: **THE VINEYARDS AT EL DORADO HILLS – APN 126-100-24**
EL DORADO HILLS COMMUNITY SERVICES DISTRICT
PROPOSED DEVELOPMENT REVIEW

Dear Mr. Pabalinas:

The El Dorado Hills Community Services District (District) appreciates this opportunity to review and comment on the above referenced project. The District generally supports the proposed development with the following comments:

The District has responsibility for park and recreation facilities and programs, enforcement of CC&R's and design review, street lighting, cable television and solid waste franchise management, landscape and lighting district formations and administration, bicycle and pedestrian trail connectivity and planning. The proposed project submitted for our review and comments is currently not in the District's territory, but will impact the District through use of parks and facility amenities.

Referencing the Municipal Service Review (MSR) by El Dorado County LAFCO, completed in 2012, it depicts the Vineyards at EDH development abutting the El Dorado Hills CSD boundary and could be considered within our Sphere of Influence (SOI) after the MSR update is complete. The District contends that annexation is warranted, and requests that the project not progress past the point at which LAFCO could perform the necessary review of such contention.

EDC.EDHCSD Comments.Vineyards at EDH.2018.08.31

We look forward to providing further comments throughout the planning review process, and the District is available to the applicant to explore the particulars of an annexation. Should you have any questions or comments regarding the above, please contact me at (916) 614-3212.

Cordially,

Kevin A. Loewen
General Manager
El Dorado Hills Community Services District

EDC.EDHCSD Comments.Vineyards at EDH.2018.08.31

Response to Letter B: El Dorado Hills Community Services District

Response B-1: This comment serves as an introduction to the comment letter. The commenter's concerns and recommendations noted throughout this comment letter have been forwarded to the County for their consideration. No further response is necessary.

Response B-2: This comment outlines when the El Dorado Hills Community Services District (CSD) was formed, and notes that the project will directly, indirectly, and cumulatively affect many elements and factors that contribute to the quality of life of residents within the CSD's service area. The CSD requests that the project site be annexed into the CSD area. See Responses B-3 and B-4.

Response B-3: The commenter opines that the proposed project, by proximity to the CSD, and the lack of comparable services provided within the vicinity, is presenting many unmitigated and unaddressed impacts within the Draft EIR. The commenter also notes that the El Dorado County Local Agency Formation Commission (LAFCO) is currently conducting a Municipal Service Review (MSR), and the project site may likely be included in the Sphere of Influence (SOI). Further, the commenter notes that the project representative, Mr. Sandberg, provided a response that conveyed an expectation that the District facilities would be utilized by the planned project residents.

The project site is not currently within the CSD's Sphere of Influence (SOI). As such, the project is not required to be served by the CSD, and annexation into the CSD service area is not requested at this time.

Impacts associated with park facilities were discussed in the Initial Study prepared for the proposed project. See Appendix A of the Draft EIR. As noted on page 47 of the Initial Study, while the project site is not within the El Dorado Hills CSD service area and would not result in a direct increase in the revenue of the CSD apart from rental or other applicable fees, project residents may use El Dorado Hills CSD and other regional parks and recreation facilities. The project would include approximately 65.58 acres of open space area, in addition to on-site trails.

It is acknowledged that project residents may occasionally use CSD facilities; however, any use is anticipated to be minor in the context of the overall park use and is not anticipated to cause substantial physical deterioration, or significant acceleration of such deterioration, to any neighborhood parks, regional parks, or other park and recreational facilities. The Draft EIR addresses project impacts associated with provision of the project's on-site recreation facilities and no off-site construction or expansion of recreational facilities in anticipated in association with the project. The project would not result in substantial adverse physical impacts associated with the provision of CSD facilities, and would not result in the need for new CSD facilities. This conclusion is based on number of factors. The project is not located within the service area for any CSD facilities. The El Dorado Hills CSD Park and Recreation Master Plan (CSD Master Plan) dated June 2016 identifies the service area, based on ¼-, ½-, and 1-

mile distances, for each of its existing and planned park facilities as well as for private park sites within the CSD boundary. The ¼- and ½ mile service areas represent the typical walking or biking distance that most people are willing to travel to reach parks (CSD Master Plan, page B-6). The larger 1-mile distance is used primarily for parks intended to serve a more diverse user group. As noted, the project is outside of the CSD existing and planned service areas. The total project population is anticipated to be 127 persons (for comparison, the CSD Master Plan anticipates 57,000 residents in 2035). The proposed project provides for 42 one-acre lots that provide greater opportunities for physical activity than small residential lots and also includes an open space area and walking trail to provide for physical activity by the residents. Due to the project's characteristics and its location outside of service areas identified for existing and planned CSD facilities, it is appropriate to assume that project residents would not use CSD facilities at a level that would require new or expanded park facilities, development of parks and recreation facilities, or the rehabilitation of parks and recreation facilities that would result in a significant impact on the environment.

Response B-4: This comment summarizes the District's policies regarding parkland dedication and development standards. This comment also notes that the CSD supports the preservation of wetlands/waterways and naturally occurring seeps. The commenter also recommends that the project create a Landscape and Lighting Assessment District.

Because the project site is not within the CSD's jurisdiction, the CSD's policies do not apply to the project. Should the project site be annexed into the CSD area in the future, the project would be reviewed for compliance with CSD and regulations. The HOA will maintain the landscaping and lighting for the project. The CSD's recommendation is noted for consideration by the County. No revisions to the Draft EIR are necessary.

Response B-5: This comment is noted. This comment serves as a conclusion to the comment letter. No further response is necessary.

EID Comments 8/3/18

production or distribution facilities are proposed on the project site. Vineyard operations would include vineyard maintenance activities that would occur approximately one week each month from February through July each year and a one- to two-week harvest period that would occur in or near the fall of each year.

LIVE OAK SCHOOLHOUSE

The Live Oak Schoolhouse site would be preserved within the open space area (Lot C). The project may include stabilization of the existing schoolhouse structures, but would not include any use of the schoolhouse for public or private events.

ACCESS, CIRCULATION, AND PARKING

Malcolm Dixon Road, a two-lane roadway, is located along the southern project boundary. The project site is currently accessed via a private road off of Malcolm Dixon Road. This existing access would be improved as part of the proposed project. A secondary project access would be constructed along Malcolm Dixon Road, west of the existing access in the vicinity of the approved Diamante Estates project secondary access. The project would provide a 30-foot right-of-way dedication to the Malcolm Dixon Road right-of-way along the project frontage and would provide frontage improvements to Malcolm Dixon Road in accordance with County roadway standards.

C-1

Internal roadways would also be constructed, including local and cul-de-sac streets with widths of 26 feet. EDH Fire has reviewed the project and provided comments that were addressed in the proposed site plan and tentative subdivision map. The proposed circulation system, including access points, is shown on Figure 2.0-5.

A variety of pedestrian circulation amenities would be included in the project, including a series of multi-use trails within the project site.

UTILITY IMPROVEMENTS

public

The project proposes to connect to existing ~~County~~ utility infrastructure to provide water and stormwater drainage, while each of the residential lots would be served by an on-site septic system.

Proposed Water Plan has not been formally reviewed by EID

Water Service

Water service would be provided by El Dorado Irrigation District (EID). The project site is within the EID service boundary. EID has facilities located near the northern project boundary, including an 18-inch water line and the Salmon Falls Tank. An eight-inch water line is located south of the property in The Overlook subdivision. Additionally, a 12-inch water line is located in Green Valley Road. The project would provide on-site water infrastructure improvements including a booster station. Figure 2.0-7 shows the proposed water supply plan. As shown in the figure, the project would connect to the EID water system at two locations. A water line would connect the existing Salmon Falls Tank to the rest of the project site, and water lines would also be constructed throughout the project site and connect to the existing water line in The Overlook subdivision. The

to a new booster station at

EID Comments 8/3/18

in Malcolm Dixon Road

2.0 PROJECT DESCRIPTION

~~Green Valley Road~~ valve would normally be closed at the request of EID, and the project would receive water from the Salmon Falls Tank.

the new booster station located at

Sewer

Each of the residential lots would be served by an on-site septic system as proposed.

Storm Drainage

The project site is located within the New York Creek watershed. Runoff from the southeast corner of the project site flows into the uppermost reaches of Dutch Ravine, which is a tributary to New York Creek approximately 0.85 miles to the west. The majority of the site currently drains from east to west into lesser, unnamed tributaries that join the main New York Creek channel approximately 0.4 miles west of the site.

Proposed site grading will maintain existing drainage patterns to the maximum extent practicable. Half of the lots would drain to the rear. The project includes an on-site detention basin located in Lot C, north of Lots 21 and 22 and southwest of Lot 34. The proposed storm drainage system would be designed to ensure that post-construction runoff volumes do not exceed pre-development conditions. In addition to mitigating post-development runoff, the project will be required to capture and treat the 85th percentile 24-hour storm event per current Phase II municipal separate storm sewer systems (MS4) Permit and El Dorado County West Slope Development and Redevelopment Standards and Post Construction Storm Water Plan Requirements.

C-1 cont'd

Other Utilities

Electrical, gas, phone, cable, and internet services would be extended to all portions of the project site from existing facilities located along Malcolm Dixon Road, or other utility systems in the project area.

PUBLIC SERVICES

Law enforcement services would be provided by the El Dorado County Sheriff's Department. Fire protection and emergency medical services would be provided by the El Dorado Hills County Water District (EDH Fire) Department. The project site is within the EDH Fire service boundary. The project site is located within the Rescue Union School District and the El Dorado Union High School District. Solid waste services would be provided by El Dorado Disposal.

PHASING

A tentative subdivision map for the project has been submitted as part of the project application. The tentative subdivision map includes a circulation and phasing plan for the project. The project would be developed in four phases. Phase I would include development of lots 9 through 16 and lots 41 and 42; Phase II would include development of lots 1 through 8; Phase III would include development of lots 17 through 27; Phase IV would include development of lots 28 through 40. Phasing may be changed to accommodate construction and market conditions.

EID Comments 8/3/18

3.12 UTILITIES

EID
for rediverted ~~EIR~~ ditch and Weber Reservoir water supplies, and a State water right permit (Permit 21112). Raw water diverted at these locations is treated at the Reservoir-A Water Treatment Plant (WTP), Reservoir 1 WTP, and El Dorado Hills WTP, respectively.

EID has developed and maintains several water resources plans, including: an Urban Water Management Plan (UWMP), an Integrated Water Resources Master Plan (IWRMP), and Water Resources and Service Reliability Reports (WRSRR). These documents are briefly described as follows:

EID's 2015 UWMP was prepared in accordance with the Urban Water Management Act (California Water Code, Division 6, Part 2.6, and Section 10610 – 10657). The 2015 UWMP provides the following information: service area physical description; potable water system description; local climate; regional population, employment, and housing. In addition, this plan includes water supply reliability and water shortage contingency planning.

The 2013 IWRMP provides a plan that optimizes the use of EID's water resources and provides a roadmap for cost-effective development of future infrastructure and maintenance of existing facilities. The 2013 IWRMP provides water use factors for land uses included in the 2004 general plan, based on historic water demand within EID's service zones (eastern, western, and El Dorado Hills) (EID IWRMP 2013).

The 2016 WRSRR provides the most recent, up-to-date, information related to water supply availability associated with the project site. The water meter availability for EID is described in this report, and tracked within two distinct water supply areas: the El Dorado Hills supply area and the Western/Eastern supply area. The project area is located within the El Dorado Hills supply area.

C-1 cont'd

The available supply in the El Dorado Hills supply area is currently restricted by infrastructure, which includes the capacity of the El Dorado Hills Water Treatment Plant and other conveyance facilities. Water allocations associated with supply areas are limited to their physical boundaries. As a result, consideration of water supply associated with the project is relevant only to the El Dorado Hills supply area. The most recent Water Resources and Service Reliability Report provides data showing the Unallocated Water Supply is 14,292 Acre-Feet (EID WRSRR 2016).

Water Treatment Facilities

The El Dorado Hills Water Treatment Plant (EDHWTP) serves the El Dorado Service Zone and treats water supplied from Folsom Reservoir. The El Dorado Hills system obtains its primary supplies under rights and entitlements from Folsom Reservoir. EDHWTP treats raw water from Folsom Reservoir to supply potable water to the El Dorado Hills service zone. Recent improvements to the treatment plant in 2015 increased the treatment capacity from 19.5 million gallons per day (mgd) to 26 mgd (EID 2016). Treatment processes include raw water pumping, chemical addition facilities, clarifiers/filters, and disinfection in a clearwell. Treatment of backwash from the filters includes storage, chemical addition, and plate settlers. A series of high service water pumps distribute potable water to the distribution system.

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septic tanks and dispersed of in leach fields. Individual property owners with OWTS pay the County a fee to use the facility once a year. The Union Mine Septage Facility operates under the California Regional Water Quality Control Board Central Valley Region Waste Discharge Requirements (WDRs) Order No. R5-2006-0019. This Order was adopted on January 26, 2006. The County's wastewater treatment system is currently in compliance with the WDR requirements of Order NO. R5-2006-0019. The proposed project would treat wastewater onsite through OWTS and would not rely on the Union Mine Septage Facility for treatment. The project would not exceed the waste discharge requirements of Order No. R5-2006-0019. The proposed project is anticipated to have a ***less than significant*** impact relative to this topic.

Impact 3.12-2: The proposed project would not require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant)

Project implementation would result in development of land that is mostly vacant with no existing use of municipal water. The available supply in the EID El Dorado Hills supply area is currently restricted by infrastructure, which includes the capacity of the El Dorado Hills Water Treatment Plant and other conveyance facilities. According to EID's FIL letter 5,094 EDUs of water supply are available. The project would require approximately 42 EDUs of water supply for the residential component, which have been requested from EID, and approximately 9.18 EDUs for the vineyards component. As described above under the Environmental Setting, a FIL was prepared by EID and received by the applicant. As stated in the FIL and verified through the August 2016 Water Resources and Service Reliability Report, sufficient water supply exists to serve buildout of the project. It is important to note that water supply is not yet guaranteed by EID and the vineyards component was not included in the request.

C-1 cont'd

Several steps are required before water meters would be granted, including: an approved Facility Plan Report, Extension of Facilities application and fee, payment of connection fees, agreements approved and signed by EID Board of Directors, and certification of environmental documents.

While EID's available water supply includes adequate capacity to serve the project site, improvements and connections to the water supply system would be required. Several nearby connections to the water supply system are available to accommodate the project. However detailed water connections and service extensions have not been determined at this time and several steps are required before water meters would be granted, including: an approved Facility Plan Report, Extension of Facilities application and fee, payment of connection fees, and agreements approved by EID.

Improvement Plans

The proposed project would require extension of water conveyance infrastructure to the project site for potable water and irrigation water. As shown in Figure 2.0-7, the project would connect to the EID water system at two locations. A water line and associated booster pump station would connect the existing Salmon Falls Tank to the rest of the project site and the project would connect from Road 'A' on the project site to the existing water line in Clarinda Road (which connects to the Green Valley Road water line), just south of Malcolm Dixon Road. The ~~Green Valley Road/Clarinda~~

valve in Malcolm Dixon Road

These "Roads" are not shown on Figure 2.0-7. Where are they shown?

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normally

~~Road valve is planned to be~~ closed at the request of EID, and the project would receive water from the Salmon Falls Tank. Offsite water utility improvements would be required to be included within utility easements associated with the Salmon Falls tank and the Clarinda Road water line or within the existing Malcolm Dixon Road right of way, thereby limiting any potential impact to offsite areas that were not already disturbed.

Recent improvements to the El Dorado Hills Water treatment plant in 2015 increased the treatment capacity from 19.5 million gallons per day (mgd) to 26 mgd (EID 2016). While the project would include construction of water supply infrastructure to connect to the existing EID system, as described above, the proposed project would not require the construction of new water treatment facilities or expansion of existing water treatment facilities for water service to serve the proposed project. Therefore, implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

Impact 3.12-3: The proposed project is not anticipated have insufficient water supplies available to serve the project from existing entitlements and resources (Less than Significant)

in the El Dorado Hills area

C-1 cont'd

The most recent Water Resources and Service Reliability Report shows that EID's 2016 Unallocated Water Supply is 14,292 Acre-Feet (EID WRSRR 2016). Additionally, as indicated by EID's FIL letter 5,094 EDUs of water supply are available. A comparison of the projected water supplies and demands is shown in Tables 7-1 through 7-3 of the 2015 Urban Water Management Plan (UWMP). As shown in the UWMP for normal, single dry, and multiple dry years, the supply-demand difference indicates that EID will have sufficient water to meet its customers' needs under current and future (2045) conditions as shown in the UWMP.

As EID has adequate capacity to serve the project, which would include 42 EDUs for the residential units and approximately 9.18 EDUs for the vineyard, the proposed project would not result in insufficient water supplies available to serve the project from existing entitlements and resources. Therefore, the proposed project would result in a **less than significant** impact to water supplies.

Impact 3.12-4: The proposed project has the potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant)

The project site is located within the New York Creek watershed. Runoff from the southeast corner of the project site flows into the uppermost reaches of Dutch Ravine, which is confluent with New York Creek approximately 0.85 miles to the west. The majority of the site currently drains from east to west into lesser, unnamed tributaries that join the main New York Creek channel less than 0.4 miles west of the site. There are minimal drainage facilities serving the area.

The site is largely undeveloped grassland and construction of the proposed project would develop portions of the site with structures and surfaces that would substantially increase the amount of impervious surfaces onsite. Proposed site grading will maintain existing drainage patterns to the

EID Comments 8/3/18

1.8 dB would comply with the County's standards. Overall, this is a ***less than cumulatively considerable*** impact.

UTILITIES AND PUBLIC SERVICES

Impact 4.11: The project may contribute to cumulative impacts on utilities (Less than Cumulatively Considerable)

The cumulative setting for utilities includes the El Dorado County Planning Area. Under General Plan buildout conditions, plus development of additional projects that are currently planned, the County would see an increased demand for water service, sewer service, solid waste disposal services, and stormwater infrastructure needs. The project proposes to connect to existing County utility infrastructure to provide water and stormwater drainage, while each of the residential lots would be served by an on-site septic system.

As described under Impact 3.10-1, the El Dorado County EMD is charged with managing the siting of onsite wastewater treatment systems (OWTS). Specifically, EMD reviews proposals and criteria for septic system designs and inspects construction of new septic systems and repair of existing systems to determine conformance with applicable codes. EMD also manages the proper disposal of liquid waste collected from licensed haulers through a permit issuance and inspection process. The County also operates a treatment and disposal facility that accepts septage from OWTS throughout the county, treats it, and disposes the waste byproducts. The septage is comprised of material contained within septic tanks and is a small fraction of the total wastewater treated by septic tanks and dispersed of in leach fields. C-1 cont'd

The California Regional Water Quality Control Board Central Valley Region Waste Discharge Requirements Order No. R5-2006-0019 includes: Discharge Prohibitions, Effluent Limitations and Discharge Specifications, Provisions, Compliance Determination, and Monitoring Requirements. This Order was adopted on January 26, 2006. The wastewater treatment system is currently in compliance with the WDR requirements of Order NO. R5-2006-0019. The development of the proposed project would not exceed the waste discharge requirements in this Order. Therefore, the project's cumulative impact to wastewater services is **less than cumulatively considerable**, and no additional mitigation is required.

As described under Impact 3.10-3, the potable water demands for the proposed project, together with the existing water demands and projected future water demands, are within the water demand projections included in the EID 2015 Urban Water Management Plan (UWMP). Potable water would be provided from EID's water supply. As demonstrated by the analysis in Section ~~3.10~~ 3.12 and under Impact 3.10-3, there are adequate water supplies to serve cumulative demand within the EID service area, and the proposed project would result in **less than cumulatively considerable** impacts to water supplies.

As described in greater detail in Section 3.10, the project will consider and incorporate low impact development (LID) techniques to minimize runoff from the project site. LID methods to maintain pre-project runoff levels, including design considerations when planning roads, parking lots,

Response to Letter C: El Dorado Irrigation District

Response C-1: This comment includes requested revisions to Chapter 2.0, Chapter 3.12, and Chapter 4.0 of the Draft EIR. The requested changes have been made to the Draft EIR. None of the revisions have resulted in changes to the analysis and conclusions presented in the Draft EIR regarding significance of potential impacts. See Chapter 3.0, Errata, of this Final EIR.

From: <jantone@surewest.net>
Date: Mon, Feb 4, 2019 at 7:42 PM
Subject: Comments on The Vineyards at El Dorado Hills Project DEIR
To: <evan.mattes@edcgov.us>

Dear Mr. Mattes,

Thank you for the opportunity to review and comment on the Vineyards at El Dorado Hills DEIR. My concerns are related to Transportation, Circulation and Emergency Access and Evacuation.

My concerns are that this subdivision, as most of the rural residential and suburban subdivisions that are planned and approved in this area and the region are designed with an over reliance on dead-end streets, cul-de-sacs or otherwise limited connectedness to the existing and future community as a whole that create the following undesirable and potentially hazardous conditions: D-1

- Inadequate emergency evacuation and escape routes for residents in the event of a catastrophic or extremely fast moving wildfire or other emergency.

- Inadequate community connectivity **between** existing and future contiguous developments resulting in barriers, especially for supporting the goal of increasing the number of trips made by modes other than the automobile such as bicycling and walking for short to medium length trips, including support of safe routes to school programs.

Emergency Escape and Evacuation Routes:

Although dead-end and cul-de-sac streets may be effective for limiting through motor vehicle traffic and its associated negative safety and noise impacts to otherwise quiet residential streets, these features also have the potential to become deadly by trapping residents in the event of a fast moving or catastrophic wildfire such as the horrific fires that recently swept through Santa Rosa, Redding and Paradise. Dead-end and cul-de-sac streets that only allow one-way in and out of a neighborhood without another way out through this and/or adjacent developments and beyond have and will continue to prove to be a recipe for disaster, not if, but when a severe or catastrophic fire sweeps through this or other highly fire prone areas. D-2

As we have seen from the recent catastrophic California wildfires, previous best practices and conventional methods of fire prevention, suppression and emergency access and evacuation is relatively ineffective when faced with these catastrophic and fast moving wildfires. Any initial efforts to fight these fast moving fires were completely overwhelmed and the only chance to prevent loss of life and serious injury is for residents to immediately and efficiently evacuate to safety. Opportunities for multiple escape routes as this and surrounding land is

built out will maximize the chances of successful escape away from a fast moving fire as opposed to limited routes that could be engulfed by fire or that leads to bottlenecks or other dead ends. What happens when a resident is caught between the fire and a dead end or cul-de-sac street? D-2 cont'd

Inadequate Community Connectivity:

The project provides little or no direct and convenient community connectedness that support modes of travel other than the automobile to existing or adjacent future residential subdivisions, developments and destinations. In other words, this subdivision will become just one more example of an isolated, mostly land locked enclave or island of homes without direct connecting streets or routes to existing or adjacent future developments. We continue to build isolated subdivisions cut off from each other as opposed to an integrated network of interconnected neighborhoods. All with the goal of preventing through motor vehicle traffic. D-3

The DEIR states in section 3.11-27 that turn restrictions are proposed at the Malcolm Dixon Road driveway by which access to and from the west is prohibited. This driveway is opposite the planned Wilson Estates driveway with similar restrictions. In addition to signage, how will traffic be restricted to and from the west on Malcolm Dixon Road? Does the project propose to restrict bicyclist and pedestrians to and from the west on Malcolm Dixon Road as well? Bicyclists and pedestrians should be able to enter or exit the proposed project in both directions on Malcolm Dixon Road. D-4

The proposed trails in this project may suffice for walking the dog, fitness and recreational walks or runs within the development but do little to connect to the outside world to the north, west and east in the future for transportation purposes.

As proposed, all modes of transportation must ultimately funnel from or into the existing connector or arterial roads resulting in most or all trips in and out of the development being made by automobile for transportation for even the shortest of trips which could otherwise be conveniently done for many by bicycle, electric bicycles or walking if better connected to existing and future surrounding developments. D-5

For example, almost every residential street in this proposed subdivision dead-ends with only one-way in and out or otherwise funnels to Malcolm Dixon or Green Valley Road. It provides little convenient and direct east, west or northern connectivity to existing approved or potential future surrounding development. This will results in barriers with little or no parallel or direct residential, low speed, low stress routes or streets for bicyclists and pedestrians to potentially replace car trips to work, school, shopping or a trip to a neighbor's house that may live a stone's throw away in a future adjacent development. How will future elementary school children get safely to and from school on bikes or on foot from this development or other existing and future surrounding developments to come? Are safe routes to school being considered with this and other surrounding developments when all are built out?

Goal TC-4 of the El Dorado County General Plan states: To provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of the viable alternative transportation modes. Policy TC-4 goes on to state that the County shall implement a system of recreational, commuter, and intercommunity bicycle routes in accordance with the County's Bicycle Transportation Plan. The plan should designate bikeways connecting residential areas to retail, entertainment, and employment centers and near major traffic generators such as recreational areas, parks of regional significance, schools, and other major public facilities, and along recreational routes

Consistent with these goals, one strategy to be considered is for this and future residential subdivisions should be connected to adjacent residential subdivisions at the "dead-ends" or cul-de-sacs with facilities that at a minimum allow the pass-through of bicycle and pedestrian traffic. This can be done while still serving as barriers restricting through motor vehicle traffic with "connected cul-de-sacs." This type of facility would allow full time access for bicycle and pedestrian traffic within and thought the subdivision to and though all adjacent subdivisions and ultimately to desired destinations along more direct and/or "lower stress" routes before reaching an arterial. Residents could enjoy the benefits or restricting outside and through motor vehicle traffic and the associated safety and noise issues. At the same time, they could enjoy the benefits of an efficient, safe and better connected street network that would support greater use of bicycle and pedestrian modes, providing more opportunities for residents to effectively replace shorter and medium length motor vehicle trips.

D-5 cont'd

These same "connected cul-de-sacs" could serve as emergency vehicle access points and emergency/wildfire escape routes for local residents if needed. With the use of break away or removable bollards or barriers that otherwise restrict non-emergency motor vehicle traffic between developments, these facilities would allow easy, direct and efficient pass-through of bicycles and pedestrians during the regular long term operation of the project(s).

When this subdivision, specific plans and the general plan is built out over time, the community would have multiple pass through and access points within and between developments creating a street and route network that better supports community connectivity and low speed/low stress bike and pedestrian routes for all abilities. At the same time, these features would limit through motor vehicle travel consistent with the effects of the conventional cul-de-sacs and dead-end streets and provide more needed escape routes in the event of a catastrophic wildfire.

We cannot continue to implement the same conventional strategies (landlocked, auto centric street patterns) and expect different results (less motor vehicle congestion, traffic and gridlock for even the shortest of trips on main roads and arterials). There needs to be more, direct and lower stress route choices available for a greater segment of the population including sidewalks in higher density projects if there is to be progress made in moving the needle towards a more balanced mode split of other than single occupant auto modes of transportation.

Most experienced and serious recreational and fitness and commuter cyclists will continue to be willing to ride on higher traffic, higher speed arterial streets and roads which I support and participate in. However this segment of the population will remain a minority in the community as a whole, especially with the existing auto-centric development model.

D-5 cont'd

The DEIR states on page 3.11-26 that "the proposed project site is not located near or adjacent to any commercial projects, research and development projects, industrial projects, or other public facilities. Schools nearby include Lake Forest Elementary School (0.85 miles west) and Cesar Jackson Elementary School (1.06 miles southwest). The closest park (Lake Forest Park) is located approximately 1.03 miles northwest of the project site. The proposed project site is not located adjacent to or in the immediate vicinity of commercial uses, employment centers, parks, schools, or other public facilities. Therefore, the project is not required to include pedestrian/bicycle paths connections to the aforementioned."

I disagree with the above statements that the project is not located "near" commercial or other public uses or destinations that are within reasonable bicycle and walking distance. 1.03 to 1.06 miles is not within reasonable walking or biking distance? There is also a commercial center including a major grocery store, restaurants, health club, offices and other commercial and public uses located about a mile and a half to the west surrounding the intersection of Green Valley Road and Francisco.

D-6

Reliance solely on adding more lane capacity and bike lanes to existing and new arterial streets and roads to accommodate new development, population growth and the associated increase in motor vehicle trips and VMT will not be a long term solution in slowing the increase in future traffic congestion. Arterial capacity will quickly be absorbed especially at peak travel periods due to new development, population growth and because this conventional strategy further incentivizes single occupant automobile dependency.

There needs to be more comprehensive approach and a vision of the bigger picture when planning and approving individual subdivisions such as these. Providing more and better connections in the form of pass-throughs between lower speed and less stressful parallel routes for bicycles and pedestrians within and though adjacent, contiguous and future developments will be one important strategy to help incentivise a larger segment of the population to make more trips by bike or on foot, including children going to and from school. At the same time these same pass-through connections could potentially be life savers in the form of escape routes in the event of a catastrophic wildfire while restricting day to day through motor vehicle traffic.

Cultural Resources:

Mitigation Measure 3.4-2 states that: Prior to site disturbance, the Coloma Road resource shall be further examined and fully documented with a complete California Department of Parks and Resources site form. This effort shall include re-surveying

D-7

the old Coloma Road route by qualified archaeologists including use of a metal detector to check for related artifacts or features, preparation of a field map documenting the route and features of the roadway, and large-scale photographs of any physical evidence found of the route. D-7 cont'd

I believe the subject of this mitigation should be changed from Coloma Road resource to the Live Oak School resource.

Thank you for your consideration of my concerns. Please contact me if you have any questions. D-8

Sincerely,

Jim Antone

Property owner,

LAB Certified Cycling Instructor,

El Dorado Hills, CA

Response to Letter D: Jim Antone, Resident of El Dorado County

Response D-1: The commenter summarizes concerns related to emergency evacuation and community connectivity between existing and future contiguous developments. The commenter's concerns and recommendations noted throughout this comment letter have been forwarded to the County for their consideration. See Responses D-2 through D-6.

Response D-2: The commenter expresses concerns regarding the use of dead-end and cul-de-sac streets with respect to emergency evacuations due to wildfires. As shown in Figure 2.0-6 in Chapter 2.0 of the Draft EIR, the project includes cul-de-sacs internal to the project site, with two separate access points to/from Malcolm Dixon Road.

As also shown in Figure 2.0-6, the La Canada development, when built, would provide for additional access, providing residents of the project site the potential to evacuate the site from three possible points: two along Malcolm Dixon Road (both to be provided by the project), and one along Salmon Falls Road (future La Canada roadway). The AOB, described in Chapter 2.0, Project Description, of the Draft EIR, provides for an interconnected roadway network between the project site and the approved Malcolm Dixon Road Estates, Alto, and La Canada projects. The AOB also provides for connectivity between Malcolm Dixon Road and Green Valley Road, which provides for improved access in the area and additional route options in the event of an emergency.

It is also noted that impacts associated with emergency access are analyzed in Impact 3.11-5 on page 3.11-27 of Chapter 3.11 of the Draft EIR. The El Dorado Hills Fire Department reviewed and approved the proposed site plan, and all proposed project roadways have been sized and designed to meet the County and Fire Department's requirements, which have been developed to ensure adequate access. Overall, impacts associated with emergency access would be less than significant and no change to the Draft EIR is necessary.

Response D-3: The commenter notes that the project provides little or no direct convenient community connectedness that support modes of travel other than the automobile to existing or adjacent future residential subdivisions, developments and destinations. The commenter also notes that the subdivision will become just one more example of an isolated, mostly land locked enclave or island of homes without direct connecting streets or routes to existing or adjacent future developments.

See Response D-2 regarding the various proposed and future project access points.

It is noted that a variety of pedestrian circulation amenities would be included in the project, including a series of multi-use trails within the project site; the multi-use trails would connect to Malcolm Dixon Road and Via Veritas, as shown in Figure 2.0-6 of the Draft EIR. As discussed under Impact 3.11-3 on page 3.11-26 of the Draft EIR, the project would not conflict with adopted policies, plans, or programs regarding bicycle

or pedestrian facilities or otherwise decrease the performance or safety of such facilities.

While no changes to the Draft EIR are necessary to address the comments related to community connectedness, non-automobile travel modes, and the character of the proposed subdivision, these comments are noted for the consideration of the County and its decision-makers.

Response D-4: The commenter questions how westbound turns will be restricted at the Malcolm Dixon Road driveway. The commenter also questions if bicyclists and pedestrians would be restricted as well. The project includes two access points: one at Via Veritas and one at Malcolm Dixon Road. The main access point (Via Veritas) will connect to the Malcolm Dixon Cutoff Road to Green Valley Road, required by the AOB, which will provide direct access to Green Valley Road which is the more direct, fast, and efficient route to the west. This route will be preferred by the motorist over the Malcolm Dixon Road route. The AOB Malcolm Dixon Cutoff Road connector to Green Valley Road will also route trips from Arroyo Vista down to Green Valley Road, thereby reducing traffic on Malcolm Dixon Road by 29 percent.

The Malcolm Dixon Road secondary access will have a curb geometry to direct subdivision vehicle traffic to the east. This curb geometry would not restrict pedestrian or bicycle turning movements and would not affect bicyclist and pedestrian through traffic on Malcolm Dixon Road. In addition, a type 3 barrier curb could be installed if requested by the decision-makers in order to prevent a U-turn.

Response D-5: The commenter notes that the proposed trails would not connect to the north, west, and east. The commenter asserts that the proposed street pattern would funnel traffic to Malcolm Dixon Road or Green Valley Road. The commenter also questions how future school children will safely get to and from school on bikes or on foot from the proposed development. The commenter further notes that one strategy to considered is for this and future residential subdivisions to be connected to adjacent residential subdivisions at the "dead-ends" or cul-de-sacs with facilities that at a minimum allow the pass-through of bicycle and pedestrian traffic. The commenter concludes that more experienced and serious recreational and fitness and commuter cyclists will continue to be willing to ride on higher traffic, higher speed arterial streets.

See Response D-2 regarding the future connections that will be made between the project site, Malcolm Dixon Road Estates, La Canada, and Alto. The project will connect to Alto, Malcolm Dixon Road Estates, and La Canada projects with a comprehensive circulation system, as previously described. See Response D-3 regarding the proposed pedestrian/trail facilities. These future connections will provide bicycle and pedestrian access along the future roadways, as well as encourage increased connectivity to the existing and proposed trail system in the project vicinity. It is anticipated that the majority of school children would travel to school via private automobile or school bus. It is noted that the approved projects and existing development in the vicinity of the

project do not have existing or planned bicycle and pedestrian facilities available to provide for more connectivity, which is typical of rural areas. The comments regarding connectivity, bicycle and pedestrian facilities, and the accessibility of the local circulation system by bicyclists and pedestrians as well as the commenters recommendations regarding connectivity improvements and approach to land use and circulation planning are noted for consideration by the County and its decision-makers.

Response D-6: The commenter cites page 3.11-26 and notes that the project is located near commercial or other public uses or destinations. The commenter notes various commercial uses located about 1.5 miles to the west of the site. The commenter asserts that reliance on adding lane capacity and bike lanes will not be a long term solution to slowing the increase in traffic congestion. The commenter concludes that providing pass-through connections could increase biking and walking, and could provide useful connections during a catastrophic wildfire.

The distances cited by the commenter are air miles. The actual travel distances using the area roadways are significantly longer. For example, while Lake Forest Elementary School is 0.85 air miles west of the site, the actual travel path (via Malcolm Dixon Road to Salmon Falls Road to Green Valley Road to Francisco Drive) is approximately 2.10 miles. The commercial center near Green Valley Road and Francisco Drive is approximately 1.31 miles from the nearest project site entrance. It is important to note, however, that as stated on page 3.11-26, the County's Bicycle Transportation Plan encourages (but does not require) new development to provide bicycle facility connection to commercial, employment, and public facility uses. The uses adjacent and in the immediate vicinity of the project do not have sidewalks, trails, or other facilities, thus, the project does not have the opportunity to connect with existing or planned facilities in the vicinity of the project. The project has provided an off-road trail that does connect to Malcolm Dixon Road and Via Veritas, which increases opportunities for bicyclists and pedestrians to use these facilities. See also Response D-2 regarding emergency access and evacuation routes and Response D-3 regarding bicycle and pedestrian facilities. As discussed under Impact 3.11-3 on page 3.11-26 of the Draft EIR, the project would not conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities or otherwise decrease the performance or safety of such facilities.

The commenter's recommendations regarding approaches to planning for bicycle and pedestrian travel and a comprehensive approach to the bigger picture when planning are noted for consideration by the County and its decision-makers. The County General Plan and Zoning Ordinance currently do not include requirements or standards that require parallel routes for bicycles and pedestrians or a comprehensive bicycle and pedestrian network in rural areas.

Response D-7: The commenter cites Mitigation Measure 3.4-2. The commenter believes that the subject of this mitigation should be changed from Coloma Road resource to Live Oak School resource. As noted on page 3.4-18 of Section 3.4 of the Draft EIR, Mitigation

Measure 3.4-2 has been included to address potential impacts to the old Coloma Road segment on the project site. Implementation of Mitigation Measure 3.4-2 would ensure the full documentation of the resource, including identification of any physical features associated with the resource, and would reduce potential impacts to less than significant. Further, Mitigation Measure 3.4-2 would provide for signage of this resource, increasing public awareness and education regarding the old Coloma Road route. The Live Oak School resource is mitigated by Mitigation Measure 3.4-1 (see page 3.4-19 of the Draft EIR).

However, as a result of this comment, the Draft EIR has been revised delete the third and fourth paragraphs of Mitigation Measure 3.4-2 which were erroneously included in this measure. See Chapter 3.0, Errata, of this Final EIR. The following changes were made to pages 3.4-19 and 3.4-20 of Chapter 3.4 of the Draft EIR:

> ***Mitigation Measure 3.4-2:*** *Prior to site disturbance, the Coloma Road resource shall be further examined and fully documented with a complete California Department of Parks and Resources site form. This effort shall include re-surveying the old Coloma Road route by qualified archaeologists including use of a metal detector to check for related artifacts or features, preparation of a field map documenting the route and features of the roadway, and large-scale photographs of any physical evidence found of the route.* ~~*The historic building report shall identify the steps necessary to stabilize and preserve the school building by an engineer who specializes in the evaluation and preservation techniques for historic buildings. The historic building report shall be submitted to the County Planning Department for review and approval.*~~
>
> ~~*If the County determines, based on the historic building report, that the school building can be feasibly stabilized and preserved, a management plan shall be developed for the resource to address both short-term and long-term effects of the project, including: providing for initial funding to stabilize or restore the building and ongoing funding to maintain the building; identifying methods to secure the building to address potential impacts created by development of the project and from persons in the vicinity of this resource; and establishing a mechanism to manage and oversee the continued maintenance and preservation of the school building. The management plan shall be submitted to the County Planning Department for review and approval.*~~
>
> ~~*If the County determines, based on the historic building report, that the school building cannot be feasibly stabilized and preserved, the resource shall be fully documented with the preparation of a Historic American Building Survey report, which shall include large-scale photography. The Historic American Building Survey report shall be submitted to the County Planning Department for review and approval.*~~

Response D-8: This comment is noted. This comment serves as a conclusion to the comment letter. No further response is necessary.

From: **Robert Austerman** <austerman6@prodigy.net>
Date: Tue, Dec 11, 2018 at 8:46 AM
Subject: Comments on The Vineyard
To: evan.mattes@edcgov.us <evan.mattes@edcgov.us>

Hello, my name is Elaine Austerman,

I wold like to know
IF and HOW

the La Canada (parcel number 126-100-18 and 110-020-12) is associated with The Vineyards development? E-1

Is the "density bonus" actualized as La Canada?

If not, what can be done because of The Vineyards density bonus?

And I would like to know if secondary structure allowances have been examined for the Vineyards project.
What density increases this could bring and the related issues from these increases.
In a review of La Canada, it stated that single family lots are allowed secondary units by the county. Pointing out that the proposed 47 units could grow to 94.
If the same is true for The Vineyards, it would be problematic. E-2

Thank you for your time. I look forward to your response. E-3

-Elaine Austerman

Response to Letter E: Elaine Austerman, Resident of El Dorado County

Response E-1: The commenter questions if and how the La Canada project is associated with the proposed project. The commenter also questions if the density bonus is actualized as La Canada. The La Canada project is not associated with the proposed project beyond the fact that the La Canada project is located adjacent north of the proposed project site. As stated on pages 2.0-1 and 2.0-2 of Chapter 2.0, Project Description, of the Draft EIR, the La Canada project is located north and west of the project site, adjacent west of the Alto LLC Project. This project was approved by the County in 2010 and allows development of 47 single-family lots.

The proposed density bonus is described on page 2.0-7 of the Draft EIR. The proposed project includes 65.58 acres of open space uses, 65.1 acres of which would count towards the minimum open space requirement. These open space areas would make up 57.1 percent of the project site. The density bonus calculation for the project is as follows:

Base Units Permitted Under the General Plan

114.03 acres developable land x 0.2 dwelling units per acre (Low Density Residential) = 22.8 base units

Density Bonus Unit

65.1 acres developable open space x 0.2 dwelling units per acre (Low Density Residential) x 1.5 density bonus = 19.53 density bonus units

Total Allowed Units = 42.33 units (22.8 base units + 19.53 density bonus units)

The density bonus would be actualized within the proposed project, not the La Canada project. While this comment does not address the adequacy of the Draft EIR, it is noted for consideration by the County and its decision-makers.

Response E-2: The commenter questions if secondary structures were examined for the project. The commenter also questions what related issues could arise from a density increase. The Draft EIR includes a complete and comprehensive analysis of potential impacts that may result from implementation of the proposed project, which is described in detail in Chapter 2.0 of the Draft EIR. The analysis contained throughout the Draft EIR addresses the project, as proposed, and discloses all significant and potentially significant impacts. Mitigation measures have been included in order to reduce significant impacts to the greatest degree feasible.

While some future residents of the proposed project may include secondary units or accessory units, as described by the commenter; the project applicant does not propose to include these secondary structures. The construction of secondary dwelling units or accessory dwelling units is an allowable use for most single-family homes throughout

the County and the State of California. As is the case throughout most of the County and the State, the majority of single-family homes do not include accessory dwelling units. The total number of units in the project would not exceed the 42 single-family dwelling units assumed in the Draft EIR. No changes to the Draft EIR are required in response to this comment. This comment has been forwarded to the County for their review and consideration.

Response E-3: This comment is noted. This comment serves as a conclusion to the comment letter. The commenter's concerns noted throughout this comment letter have been forwarded to the County for their consideration. No further response is necessary.

From: **Jeff Barker** <jeffbarker@comcast.net>
Date: Mon, Jan 28, 2019 at 3:34 PM
Subject: The Vineyards
To: <evan.mattes@edcgov.us>

Hi Evan,

I live on Uplands Drive... down Malcom-Dixon Rd. from The Vineyards project. I am disappointed that the project went from about 20 home to almost 50 homes... primarily because of the traffic and speed of traffic on Malcom-Dixon Road. I often walk our dogs to the Safeway shopping center area and with little to no shoulder in places... plus the two very narrow bridges, it is already a little scary sometimes when vehicles approach as one can never be sure the driver is completely paying attention. Now add what will likely be hundreds of vehicles going up or down Malcom-Dixon Rd. per day, and the odds of a bad accident increase dramatically. So I'd like to understand a little better what the plan is for widening Malcom-Dixon Road (which is also very popular with bicyclists... who avoid the speedy traffic on Green Valley Rd.). Is there a plan to widen the very old bridges? F-1

Thank you,

Jeff Barker

Response to Letter F: Jeff Barker, Resident of El Dorado County

Response F-1: The commenter expresses concerns regarding the number of proposed units as well as the traffic and road speed conditions along Malcolm Dixon Road. The comment also questions if there is a plan to widen Malcolm Dixon Road and the two bridges along this roadway.

Due to the requested density bonus allowed by County General Plan Policy 2.2.4.1, the proposed project would include up to 42 single-family dwelling units.

The commenter is referred to Section 3.11, Transportation and Circulation, of the Draft EIR which addresses the traffic generated by the project and the project's impacts to the transportation system, including roadway operations and potential hazards.

No bridges will be replaced or widened as a result of the proposed project, and the County does not currently have any planned improvements to these bridges. The project would improve Malcolm Dixon Road along the project frontage consistent with the County's roadway standards, with a 12-foot travel lane and 3-foot shoulders in each direction except that shoulders may be reduced where there is an existing culvert, and the project also provides for realignment of Malcolm Dixon Road between Via Veritas and the Malcolm Dixon Cutoff Road connector (referred to as Chartraw Road in the Draft EIR). It is noted, however, that the Malcolm Dixon Cutoff Road connector, which is part of the AOB improvements, would result in a decrease of the Malcolm Dixon Road traffic by approximately 29 percent by re-routing new and existing traffic to Green Valley Road. The decrease in traffic on this roadway would provide beneficial safety improvements. The commenter's concerns expressed in this comment letter are noted for the consideration of the County and its decision-makers.

From: **Robin Brunelle** <robinbru1@att.net>
Date: Sun, Jan 20, 2019 at 3:22 PM
Subject: APN126-100-24, DRAFT EIR Vineyards at EDH SCH#201702006
To: evan.mattes@edcgov.us <evan.mattes@edcgov.us>
Cc: bosone@edcgov.us <bosone@edcgov.us>

Mr. Mattes,

My husband and I built our home in Sterlingshire, Green Valley Rd and Loch Way 26 years ago. We raised our two daughters here. At the time we built our home one of our daughters was a Freshman at Oak Ridge High School. At that time there was a bus stop we could use at the Morman Church just up Green Valley Rd from Loch Way. Even at that time (1993) the traffic was heavy and fast. I would not let my daughter walk across Green Valley to catch the bus.

We continue to reside here and have witnessed the impact the new developments have had on the traffic volume on Green Valley Road coming from Cameron Park. It is especially heavy when there is an incident on Highway 50 when alot of cars use Green Valley Road as an alternate route. G-1

Another constant issue from the residents here in Sterlingshire is the need for a either a 3 way stop at Loch Way or a light at Loch Way and Green Valley Rd. There have been a number of accidents over the years. A left turning lane from Green Valley Rd. on to Loch Way has also been requested numerous times, each time a new development has been proposed.

Therefore, due to the above mentioned issues I I'd like the Vineyards project be denied at least until they can resolve the traffic volume and issues on Green Valley Road.

Robin Brunelle
2299 Loch Way
El Dorado Hills, CA 95762

Response to Letter G: Robin Brunelle, Resident of El Dorado County

Response G-1: The commenter notes that her and her family have been residents along Green Valley Road at Loch Way for 26 years and makes statements regarding a bus stop at the Mormon Church. The commenter further notes that traffic along Green Valley Road has been and continues to be unsafe and heavy. Additionally, the commenter notes that a three-way-stop, a traffic signal, or left-turning lane at the Green Valley Road and Loch Way intersection is needed to address auto accidents at this location. The commenter concludes with a request to deny the project until traffic volumes and other traffic issues on Green Valley Road are resolved.

The commenter is referred to Section 3.11, Transportation and Circulation, of the Draft EIR for a detailed analysis of the project's impacts associated with transportation and circulation. Impacts associated with Green Valley/Loch Way intersection are discussed under Impact 3.11-1 on pages 3.11-17 through 3.11-23 of the Draft EIR and impacts associated with Green Valley Road operations are discussed under Impact 3.11-2 on pages 3.11-23 through 3.11-25 of the Draft EIR. Mitigation Measure 3.11-2 requires the project to construct a two-way left-turn lane along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. With implementation of Mitigation Measure 3.11-2, impacts to the Green Valley/Loch Way intersection would be less than significant as described on page 3.11-9 of the Draft EIR. It is noted that a traffic signal is not warranted at the Green Valley/Loch Way intersection, as shown in Table 3.11-10 of the Draft EIR.

The commenter's concerns are identified for the consideration of the County and its decision-makers.

From: Janet Cross <jcross933@comcast.net>
Sent: Saturday, January 12, 2019 9:08 AM
To: 'mailto:evan.mattes@edcgov.us' <mailto:evan.mattes@edcgov.us>; 'The BOSONE' <bosone@edcgov.us>
Subject: the Vineyards proposal

El Dorado County Board of Supervisors,

My husband and I have lived in Sterlingshire in El Dorado Hills for over 22 years. We raised four daughters here. In this time, we watched a lot of growth in the hills, including along the Green Valley Road corridor. We watched the Highland View development, go in right next door. Most of those folks use Loch Way, in front of our house, as their entrance and exit, despite being assured by the County and developers that the new Appian Way off Silva Valley, would be the primary route. Hundreds of other homes have been built in this time, many accessing their homes and businesses via Green Valley Road. Alarmingly, there has been NO improvement to Green Valley Road at the Loch Way entrance in all these years, even with all this development. Traffic increase has been notable and significant. We access our home via Loch Way and Green Valley Road. It is perilous to stop on Green Valley Rd, waiting for a break in traffic to negotiate a turn onto Loch Way. H-1

The traffic impact of the various developments has reached a critical point and puts our safety at risk. Try sitting on Green Valley in ***your car***, waiting for traffic to pass, watching the rear view mirror for a car going 60 miles an hour barrel up behind you, hoping and praying it doesn't rear-end you into oncoming traffic. My husband, like other neighbors, has been rear ended at this intersection.

I have read the Draft EIR for The Vineyards project. As I understand the document, mitigation includes turn lanes for access on and off Green Valley to Loch Way. I implore the county to ensure this improvement happens ***prior to*** any new approvals for more homes that will further increase traffic on Green Valley Road. My neighbors, friends, family and I do not want to be hurt or die because the county fails to care for the safety of its citizens. The turn lanes and better lights at the intersection need to happen ***regardless of*** and ***prior to*** The Vineyards or any other project getting approved. H-2

The Sterlingshire neighborhood has raised the issue of the unsafe intersection at Loch Way and Green Valley for many years. Previous Board of Supervisor and Department of Transportation representatives promised action. More recently we asked John Hidahl and DOT Director Rafael Martinez to move this issue to the top of the list. Now, with the new development being proposed, we are expecting some immediate response. Please do not consider the Vineyards or any other further development ***unless and until*** the intersection at Loch Way and Green Valley is improved.

Thank you

Janet Cross
2205 Loch Way
El Dorado Hills, CA
916.933.2656

Response to Letter H Janet Cross, Resident of El Dorado County

Response H-1: The commenter notes that her and her family have been residents along Green Valley Road at Loch Way for 22 years and provides background information regarding past development in the area. The commenter also notes that there are safety impacts at the Green Valley Road and Loch Way intersection. See Response G-1. As described in Response G-1, Mitigation Measure 3.11-2 requires the project to construct a two-way left-turn lane along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. This would alleviate the commenter's concern regarding safety impacts at this intersection.

Response H-2: The commenter recommends that the Loch Way mitigation measure in the Draft EIR be constructed prior to any new approvals for more homes that will further increase traffic on Green Valley Road. The commenter also notes that the Sterlingshire neighborhood has had these concerns for many years. This comment is noted for consideration by the County and its decision-makers.

The project's transportation impacts were analyzed to determine when the project would require the need for Mitigation Measure 3.11-2 and it was determined that project would trigger the impact at the Green Valley/Loch Way intersection with the 11th residences (Kimley Horn correspondence, March 2019). Therefore, Mitigation Measure 3.11-2 of the Draft EIR) would need to be completed by the time the building permit for the 11th single-family home is issued by the County. Mitigation Measure 3.11-2 is revised as shown below to ensure that it is implemented when the improvement is necessary.

> ***Mitigation Measure 3.11-2:*** *Prior to ~~approval of Improvement Plans~~ the start of construction of residential units (e.g. issuance of building permits) associated with the tentative subdivision map phase containing the 11th single family residence, the project proponent shall construct a two-way left-turn lane ~~shall be construction~~ along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. This improvement shall be reflected on the Improvement Plans, subject to review by the County ~~Planning~~ Department of Transportation. The project shall cause plans to be prepared, subject to review and approval by the County Engineer, and enter into a Road Improvement Agreement with County for such work.*
>
> *Implementation of this measure shall comply with all applicable mitigation measures for construction and ground-disturbing activities, including but not limited to Mitigation Measure 3.3-7, Mitigation Measures 3.2-2, 3.2-3, and 3.2-4,*

Mitigation Measures 3.3-4, 3.3-5, and Mitigation Measure 3.3-7, and Mitigation Measure 3.3-11, and shall be consistent with the County's Design and Improvements Standards Manual and the Drainage Manual standards.

From: **Steve Ferry** <steve@steveferry.com>
Date: Wed, Dec 5, 2018 at 10:44 AM
Subject: Is there a Specific Plan in place for the Vineyards?
To: <evan.mattes@edcgov.us>

https://www.villagelife.com/news/public-comments-welcome-ahead-of-proposed-housing-project/

I-1

What is the name on the Specific Plan?

Merry Christmas!!

Steve Ferry
steve@steveferry.com
916-468-3300

Response to Letter I: Stephen Ferry, Resident of El Dorado County

Response I-1: This comment asks for the name of the Specific Plan. The project is not a specific plan; however, the title of the proposed project is the Vineyards at El Dorado Hills project. No further response is necessary.

From: Stephen Ferry <stephen.ferry@me.com>
Subject: The Vineyards Draft EIR Response
Date: December 13, 2018 at 2:09:18 PM PST
To: rommel.pabalinas@edcgov.us
Cc: John Hidahl <bosone@edcgov.us>

Comments:

#1. It was mentioned at the APAC meeting that 5 acre horse sites would be preferable to this PD. I disagree, horse sites sound good until someone parks too many trailers, has dogs that are not fenced in, and has no riding trails for local use.. J-1

#2. Page 2.0-5 indicates that these lots will not be on public sewer, but rather on septic tanks. I believe this to be poor policy. The cost to have infrastructure is considerable and the plan to avoid paying hookup fees is an affront to the millions of dollars it took EID to provide sewer lines. If they hook to the sewer they could shrink the lots to .6 acre and have approximately the same value as the one acre lots. Also, the smaller sites would be much easier to maintain. Offsite improvements must be done in any case and requiring the project to connect to the sewer is reasonable public policy. J-2

#3. On page 2.0-6 the issue of Public Services is addressed. However, there is no mention of Parks, Senior Services, or other services typically provided by the Community Services District in El Dorado Hills (CSDEDH). Am I to understand that there will be NO agreement with the CSDEDH. That would be in direct opposition to good public policy and make others pay the fees necessary to provide these services to the new residents . The new residents will certainly be using CSDEDH facilities and services and this project should pay the Parks Mitigation Fees and other fees required to be served by the CSDEDH. J-3

#4. Also, I want to mention the distribution of the Traffic Mitigation (TIM) Fees that will be paid on behalf of the new owners by the developer/builder. At $30,000 per home there will be $1,260,000 of TIM Fees that should address traffic issues on the Green Valley Corridor and not be sent to another area of the county. This reallocation of the TIM Fees is an egregious violation of the public trust. J-4

#5. An issue that should be addressed is the resistance to a larger number of units in this project and others. There are only so many miles of sewer, water, and natural gas hookup availability and every time we approve as few units as possible we restrict the ability of the service providers to make a profit therefore causing our utility bills to be just a little higher. No one wants higher utility bills. J-5

#6. A pedestrian gate should be installed to allow neighbors to use the multi-use trails created in the subdivision. No parking spaces should be created so that only walkers of cyclist could use the trail. The pedestrian gate could be coded and alarmed to the Sheriff to stop late night inappropriate use. J-6

Thank you for this opportunity to express my thoughts. J-7

Please confirm receipt of this email.

Stephen Ferry
stephen.ferry@me.com
916-468-3300
4587 Echo Springs Circle
El Dorado Hills, CA 95762

Response to Letter J: Stephen Ferry, Resident of El Dorado County

Response J-1: The commenter notes that a project with five-acre horse sites, as mentioned as preferable at the APAC meeting, is not preferable for the project and provides reasons why horse sites are not desired. The commenter's concerns and recommendations noted throughout this comment letter are noted for the consideration of the County and its decision-makers.

Response J-2: The commenter indicates that the project should connect to the El Dorado Irrigation District (EID) sewer lines and should not provide on-site septic. Because the project site is outside of the El Dorado Hills Community Region boundary, the project is not required to use EID sewer services. The commenter is referred to Response A-19 for a discussion of the suitability of the project to accommodate septic and the adequacy of the Draft EIR in addressing impacts related to use of on-site septic.

Response J-3: The commenter notes that the Project Description chapter does not mention parks, senior services, or other services typically provided by the El Dorado Hills Community Services District (CSD). The commenter also notes that residents will use the CSD facilities and services and the project should pay the park mitigation fees and other fees required to be served by the CSD.

The project site is not currently within the CSD's SOI. As such, the project is not required to be served by the CSD, and annexation into the CSD service area is not proposed. While the proposed project residents may use CSD facilities, the project would not result in substantial adverse physical impacts associated with the use of CSD facilities, and would not result in the need for new CSD facilities. The commenter is referred to Response B-3 for a more detailed discussion regarding the conclusion that the project would result in a less than significant impact to the environment associated with use of CSD facilities.

Response J-4: The commenter notes that the Traffic Impact Mitigation (TIM) Fees that will be paid by the developer should address traffic issues on the Green Valley Road corridor and not be sent to another area of the County. It is noted that Mitigation Measure 3.11-1 requires payment of TIM fees towards the improvement of Green Valley Road at the El Dorado Hills Boulevard/Salmon Falls Road intersection. The project is located in TIM Fee Zone 8. TIM fees would be used for improvement projects based on the TIM Fee Nexus Study adopted in support of the fee. While the comment does not address the adequacy of the Draft EIR, the commenter is referred to the TIM Fee Nexus 2018 Technical Update for a description of how the current TIM fees were determined and how the TIM fees are planned to be allocated.

Response J-5: The commenter expresses concerns regarding the resistance to a large number of units in the proposed project and other projects and identifies their concern that when as few units as possible are approved, the ability of the service providers to make a profit is restricted and utility bills increase. While this comment does not address the

adequacy of the Draft EIR, it is noted that the proposed project includes the maximum number of units allowed by the County's General Plan and zoning code.

Response J-6: The commenter requests that a pedestrian gate be installed to allow neighbors to use the multi-use trails in the proposed subdivision. The commenter also requests that parking spaces not be created. The project does not include designated parking for the on-site trails. The trails would not be gated (the project proposes gated roads to restrict vehicle access, but does not restrict pedestrian and bicycle access). Neighbors would be allowed to use the multi-use trails in the proposed subdivision and would be able to access the trails from Malcolm Dixon Road or Via Veritas.

Response J-7: This comment is noted. This comment serves as a conclusion to the comment letter. No further response is necessary.

From: **dlg** <dflsg@pacbell.net>
Date: Mon, Feb 4, 2019 at 7:33 PM
Subject: Vineyards EIR Comments
To: evan.mattes@edcgov.us <evan.mattes@edcgov.us>

Dear Evan Mattes,

The Vineyards EIR has some serious flaws that we would like to comment on. K-1

Noise – While the EIR references noise at the project it does not address or reference noise to surrounding areas or residences. I have been a resident of El Dorado Hills for >24 years. The rear of my property backs up against Green Valley Road. What was an intermittent roar of pickup truck or car noise back 10+ years ago has now growing into a steady high tone roar from a larger number of pickup trucks, cars and now larger than car SUV's which did not exist back 15-20 years ago. My wife and I have a hard time holding a conversation in our back yard at 3ft without yelling to be heard and it was not that way before. Adding any additional trips per day from Vineyards will make a conversation further impossible because of a steady traffic roar from 6am - 8pm, and this is **NOT INSIGNIFCANT** even though the EIR states differently. K-2

An EIR noise modeling was completed for the previous Dixon Ranch project. While the modeling does not provide details of where the measuring device was placed in the various locations (none was done in my back yard). The most impacted stretch of road is between Silva Valley Pkwy and the Dixon Ranch entry from sound (which the Vineyards Chartraw entry is part of). The #03 noise model (Green Valley-Silva Valley-Loch Way) has existing noise of 60Lnd at 212.4 ft. At 50ft of road centerline existing noise level is 68.7, and projected to go with "Approved" which would now includes Vineyards, to 70.8db. Quiet Urban day and night levels are 50 and 40 db levels as indicated. This means I would have to live with a constant droning noise level of 70.8db from approximately 6 am to 8 pm. **This is not less than a significant impact (LS).** It is unknown what the db level could be reduced to if the speed limit was reduced to 35mph east of the Chartraw intersection to match the lower speed limit further west on Green Valley as the County has refused to consider several residents request to lower the speed limit for many years to help reduce noise and increase safety of the intersections along this stretch of Green Valley. K-3

Utilities – While Vineyards has decided to partake in the most attractive available utilities such as natural gas, electricity, phone, internet and EID water. It has makes no mention or has refused connection to EID wastewater or reclaim water if available. There are EID sewer lines on Malcom Dixon and sewer hook ups could and should be required of any development instead of 42 septic systems and potential ground water pollution and K-4

environmental hazards they can cause both locally and run off to New York Creek and Folsom Lake. This would then preclude the future proposed 78+ lot development adjoining Vineyards to the north of also then being an additional environmental hazard of 78+ more septic systems.

K-4 cont'd

Traffic – Using the outdated 2015 traffic data is reckless in reviewing of the Vineyards project impacts. We are already seeing queuing time and traffic impacts reaching the 2025 data projections. Today's queuing at Loch Way and Green Valley are nowhere near what is stated in the Vineyard EIR. At peak times I rarely queue less than 1 minute to enter Green Valley from Loch. So called storage on Green Valley at Silva Valley is nowhere near what is stated in the Vineyards EIR. It is typical at am peak west bound that cars are queued on Green Valley from Green Valley/Salmon Falls intersection eastbound well past the Green Valley/Silva Valley intersection. This is now happening on weekend days with almost weekly occurrence and this was unheard of even as late as 2015. Per the Kimberly Horn Traffic study of 2015. The intersection of Green Valley and Loch Way has the 3rd highest increased queue time behind Green Valley/EDH Blvd and EDH Blvd/Franciscan in 2025. I have seen queuing at Loch Way go from being non-existent 20 years ago to now can be in the minutes, add more trips (474) from Vineyards and it will make entering Green Valley from Loch Way like a NASCAR driver entering pit lane from his pit stall after a pit stop with 50 other drivers jockeying for position. The mitigating measure of adding turn lanes onto Loch from both east and west directions while helpful in preventing the recent increase in rear end collisions will make this intersection more complex. Adding the turn lanes will replace rear end collision with an increase in t-bone collisions as people try to deal with the turning and non-turning cars and squeeze into even smaller traffic gaps while entering onto Green Valley because of the extra trips from Vineyards. I bet statistics show t-bone collisions are of a far greater severity and fatality prone collision than rear end ones. This intersection could be improved as I have also stated in the Noise section above. If the speed limit was reduced to 35mph east of the Chartraw intersection to match the lower speed limit further west on Green Valley, but the County has refused to consider several residents request to lower the speed limit for many years to help increase safety of the intersections along this stretch of Green Valley. The Loch Way intersection presently sees the largest amount of peak volume vehicles (greater than EDH Blvd and Franciscan), a.m. (560 west bound/357 east bound) p.m. (286 west bound/641 east bound). The Loch Way intersection will go from a LOS C to D for a.m. and C to E for p.m. peaks in 2025. Add in the "Approved" and this intersection goes to an E and F. **This is NOT less than significant!** Mitigation measures (band aid measures!) does not reduce it to less than significant. On most mornings cars are queuing back toward and sometime to and past Loch Way from the Silva Valley/Green Valley intersection. but yet this intersection has no mitigation measures and it will become the newest additional bottleneck with Vineyards.

K-5

Fire Safety – Adding 42 lots and their habitants increases the risk of wild land fires. Greater than 90% of wild land fires are human caused. Adding this risk and the present terribly inadequate traffic/transportation routes of Green Valley make this area the next Paradise/Tubbs wildfire scenario waiting to happen. K-6

We ask you to send the Vineyards Development back to the developer for refinements that actually makes a difference on reducing the many significant impacts or adopt the Diamante Estates original project plan. K-7

Regards,

Dale and Linda Gretzinger

Response to Letter K: Dale and Linda Gretzinger, Resident of El Dorado County

Response K-1: This comment serves as an introduction to the comment letter. The commenter's concerns and recommendations noted throughout this comment letter have been forwarded to the County for their consideration. No further response is necessary.

Response K-2: The commenters describe the noise conditions at their home which backs up to Green Valley Road. The commenters also note that adding additional trips from the project will make conversations impossible because of a steady traffic roar from 6 AM to 8 PM.

Impacts associated with traffic noise on existing sensitive receptors is discussed in Impact 3.9-1 on pages 3.9-11 through 3.9-13 of Section 3.9, Noise and Vibration, of the Draft EIR.

As shown in Table 3.9-8, under Cumulative (2025) Plus Project conditions, the increases in traffic as a result of project development are predicted to increase traffic noise levels between 0.5 dB and 1.8 decibels (dB) – it is noted that the modeling addressed the areas most affected by project traffic. Traffic noise levels at existing and proposed receptors are predicted to be approximately 53 dB at a distance of 75 feet from the Malcolm Dixon Road roadway centerline and 50 dB at a distance of 945 feet from the Green Valley Road roadway centerline. Therefore, the allowable increases on this section of roadway would be 5 dBA because predicted noise levels are less than 60 dB L_{dn} (General Plan Policy 6.5.1.12). Based upon this increase threshold of 5 dB, the predicted increase of 1.8 dB would comply with the County's standards. Therefore, no additional noise control measures would be required. It is noted that the project is relatively small (42 residential lots) and this level of development typically does not result in significant traffic noise.

In reviewing the area of concern identified by the commenter, it is noted that the future baseline conditions for the segment of Green Valley Road between Silva Valley Parkway and the Green Valley/Malcolm Dixon Cutoff Road (Chartraw Rd), which appears to be the area in which the commenter lives, would have approximately 1,450 trips in the AM peak hour and 1,630 trips in the PM peak hour., as shown in Draft EIR Table 3.11-13 (p. 3.11-25). Based on Table 3.11-13, the proposed project would add approximately 32 trips in the AM peak hour and 38 trips in the PM peak hour (2% of future plus project conditions). This small increase in trips would not result in an audible increase in sound levels and would result in noise increases of approximately 0.1 dB, resulting in a less than significant increase in noise levels as well as a less than considerable contribution to cumulative noise levels (Saxelby Acoustics, 2019). No changes to the Draft EIR are necessary to address this comment.

Response K-3: The commenters note that the noise modeling was completed for the previous Dixon Ranch project, and that the modeling does not provide details of where the noise measurements were taken. The commenters also note that their residence would be subject to noise levels of 70.8 dB from approximately 6 AM to 8 PM, based on

information provided in the Dixon Ranch Draft EIR that addressed the proposed Dixon Ranch project and provided an Existing Plus Approved Project scenario. It is noted that noise increase referenced by the commenter regarding the Approved condition that would increase noise levels in their vicinity from 68.7 dB to 70.8 dB is based on noise impacts associated with 27 projects that total more than 2,400 residential units and over 81,000 square feet of non-residential uses and does not reflect impacts associated with the proposed project (LSA Associates, Dixon Ranch Draft EIR, 3025, p. 82) . The Dixon Ranch EIR analysis did not address whether the contribution of the approved Diamante Estates project or the 42 units associated with the proposed Vineyards at El Dorado Hills project would result in a significant impact or whether traffic from the proposed Vineyards at El Dorado Hills project would have a considerable contribution to cumulative conditions.

As previously described under Response K-2, the amount of traffic contributed by the project to Green Valley Road would not result in a significant increase in noise levels and would not result in a considerable contribution to cumulative noise levels. It is noted that the noise modeling for the proposed project was not based on the analysis completed for the previous Dixon Ranch. Traffic volumes were obtained from the traffic study prepared for the proposed Vineyards at El Dorado Hills project (Kimley-Horn, December, 2015) and the traffic volumes were reviewed and approved by the County Department of Transportation. These traffic volumes were then used to run the noise modeling shown in Section 3.9 of the Draft EIR. The noise measurements are discussed in detail on pages 3.9-4 and 3.9-5 of Section 3.9, and the noise monitoring locations are shown in Figure 3.9-1.

The commenter also questions what dB levels could be achieved if the speed limit on Green Valley Road was reduced to 35 MPH east of the Chartraw Road intersection. This comment is noted, but as the project would not result in significant impacts associated with noise, the project is not required to mitigate for traffic noise. The comment is noted for consideration by the County and its decision-makers.

The noise levels referenced in this portion of the comment are not shown in the noise study or in Section 3.9 of the Draft EIR. See Response K-2 regarding the noise levels (Existing and Cumulative) on the area roadways.

Response K-4: The commenters note that the proposed project would not connect to the EID wastewater facilities in Malcolm Dixon Road, and suggests that the project should be required to connect to the EID facilities. The commenters also express concerns regarding groundwater pollution and environmental hazards as a result of the septic system. Further, the commenters note that the future development north of the site would result in additional environmental hazards as a result of the 78+ septic systems.

The commenter is referred to the discussion provided under Impact 3.5-5 regarding the adequacy of the project site to accommodate the proposed septic system. As discussed under Impact 3.5-5, if not designed correctly, septic systems could result in health

impacts, adversely affect natural habitat, and pollute groundwater. Mitigation Measures 3.5 3a and 3.5-3 b are identified to ensure that the project implements the recommendations of the Septic Feasibility Study and complies with applicable County regulations and requirements for an on-site septic system. As discussed under Impact 3.5-5, implementation of Mitigation Measures 3.5-3a and 3.5-3b would reduce potential impacts to less than significant. The commenter is referred to Responses A-16 through A-19 for additional discussion of the adequacy of the project site to accommodate the proposed septic uses and for discussion of revisions to Mitigation Measure 3.5-3a.

Impacts associated with wastewater are also addressed in Section 3.12, Utilities, of the Draft EIR. Because the project site is outside of the El Dorado Hills Community Region boundary, the project is not required to use EID sewer services and projects outside of the community region boundaries are typically discouraged from connecting to a public wastewater treatment system. The Draft EIR addresses the potential environmental effects of the on-site wastewater treatment proposed by the project.

As noted on pages 3.12-15 and 3.12-16, the El Dorado County Environmental Management Department (EMD) is charged with managing the siting of on-site water treatment systems (OWTS), consistent with the requirements of the approved Local Area Management Program (LAMP). Specifically, EMD reviews proposals and criteria for septic system designs and inspects construction of new septic systems and repair of existing systems to determine conformance with applicable codes. EMD also manages the proper disposal of liquid waste collected from licensed haulers through a permit issuance and inspection process. Compliance with the County's LAMP and associated rules and regulations discussed in Chapter 3.5, Geology and Soils, under Impact 3.5-5 would ensure that the project does not exceed the wastewater treatment requirements established by the OWTS Policy and enforced by the Central California Regional Water Quality Control Board Central Valley Region. Mitigation Measure 3.5-3 requires that the septic system and leach field would be reviewed and constructed to comply with all applicable requirements of the El Dorado County Environmental Management Department, which provides standards for the site evaluation, design, inspections, and permitting of sewage disposal systems, as well as County regulations addressing septic systems included in Chapter 15.32 of the El Dorado County Code (Private Septic Systems), and Resolution No. 259-99 (Design Standards for the Site Evaluation and Design of Sewage Disposal Systems). Compliance with these rules and regulations would ensure that runoff from the septic system would meet wastewater treatment requirements and not result in pollution of adverse impacts to on-site natural resources or to New York Creek or Folsom Lake.

Response K-5: The commenters note that the traffic data used in the EIR is outdated. The commenter also makes statements regarding the queuing and level of service (LOS) at Loch Way and Green Valley Road. As described on page 3.11-6 of the Draft EIR, peak hour traffic volumes for the Green Valley Road study intersections and roadway segments were

obtained from a recent study completed for the Green Valley Road Corridor. As specified by a representative of the County, an annual growth rate of two percent was used to grow these 2014 volumes to represent 2015 conditions. Five new weekday AM and PM peak-period intersection turning movement traffic counts were conducted in October 2015 for study intersections #9 to #13. These counts were conducted between the hours of 6:00 a.m. and 9:00 a.m., and 4:00 p.m. and 7:00 p.m. The other study intersections (#5, #7, #8, and #14) do not exist today and, therefore, existing counts were not required. Traffic volumes for the remaining three roadway segments (#4 to #6) were obtained from the County, as identified on page 3.11-6 of the Draft EIR. The County Department of Transportation reviewed and approved the use of the traffic data in the Draft EIR and the traffic data is adequate to address existing conditions associated with the proposed project. Thus the traffic data used in the Draft EIR is adequate to address the physical environmental conditions as they generally would have been at the time of the Notice of Preparation (prepared in 2017), consistent with the requirements of CEQA Guidelines Section 15125(a).

Impacts associated with the Loch Way / Green Valley Road intersection are discussed on pages 3.11-17 through 3.11-23 of Section 3.11. As discussed, under the Existing (2015) Plus Project condition, this intersection would operate with acceptable delays and LOS. The vehicle queues at this intersection would also be acceptable under Existing and Cumulative Plus Project conditions. Under the Cumulative condition, this intersection would operate at LOS F during the PM peak hour without the project.

While the commenter has asserted that the mitigation measures would not reduce impacts to less than significant, the commenter does not address the analysis provided in the Draft EIR that describes traffic conditions and LOS that would occur with implementation of the proposed mitigation measures. As shown in Table 3.11-9 on page 3.11-20, with implementation of Mitigation Measure 3.11-2, the Green Valley Road at Loch Way intersection would operate at LOS C during the PM peak hour, which does reduce the project's impact to less than significant. As shown in Table 3.11-9, with implementation of Mitigation Measure 3.11-3, the Green Valley Road at Green Valley/Malcolm Dixon Road Cutoff Road (Chartraw Road) intersection would operate at LOS D or better during the AM and PM peak hours. No other intersections would be adversely affected by the reroute required by Mitigation Measure 3.11-3. The improvement required by Mitigation Measure 3.11-2 would be constructed by the proposed project and would be reflected on the project Improvement Plans. The improvements required by Mitigation Measure 3.11-3 would be funded by the project applicant and would be constructed when conditions at the intersection reach future projected conditions anticipated to occur without the project (delay of 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound)); this timing would be prior to the increase in delay associated with the project that would result in a significant impact. The improvement required by these two mitigation measures would occur within the existing right-of-way for Green Valley Road (or Chartraw Road) and Loch Road. With implementation of mitigation, the

proposed project would have a less than significant impact related to intersection LOS under the Future (2025) Plus Project condition.

The addition of the two-way left-turn lane (TWLTL) at Loch Way was suggested as a mitigation primarily to reduce the delay of vehicles attempting to turn left from Loch Way to head westbound on Green Valley Road. There is an added benefit of this approach as it increases the safety of the intersection for vehicles traveling to and from Loch Way due to two things. The first is that vehicles no longer will be stopped on Green Valley Road when attempting to turn left from westbound Green Valley Road into Loch Way, reducing rear-end collisions. The second is that vehicles attempting to turn left from northbound Loch Way to head west along Green Valley Road will no longer have to wait for a gap in both directions of travel on Green Valley Road, and instead will only have to wait for a gap in eastbound Green Valley Road traffic before making the first stage of the turn, and then use the refuge in the TWLTL lane along Green Valley Road while waiting for a gap in westbound traffic before merging into traffic and heading west along Green Valley Road. The TWLTL mitigation measure reduces broadside (t-bone) collisions because when vehicles have to wait for gaps in both directions of travel on Green Valley Road, they become impatient and attempt more unsafe turns (shorter gaps) than when they are allowed to turn in two stages with the TWLTL (Kimley Horn, 2019).

Response K-6: The commenter expresses concern that adding 42 lots and their habitants increases the risk of wildland fires and adding this risk along with the inadequate traffic/transportation routes of Green Valley make this area the next Paradise/Tubbs wildfire scenario.

The project has been reviewed by the El Dorado Hills Fire Department and the County Department of Transportation to ensure that the project provides adequate access and would not impede circulation, including during emergency conditions. The commenter is referred to Sections 3.7 and 3.11 of the Draft EIR for a discussion of impacts associated with emergency access and wildland fire risks.

The commenter is referred to Impact 3.7-5, as revised in Chapter 3.0 of this Final EIR, for a discussion of the project's potential to expose people or structures to risks associated with wildland fires. As discussed under Impact 3.7-5, the project is not located within a very high or high fire hazard severity zone, but is in a zone designated by Cal Fire as moderate for wildland fire risks. The project has prepared a Wildland Fire Safe Plan that requires fuel management as part of the development of the project site, identifies specific building materials to be used to decrease fire potential, and also requires annual maintenance to ensure that the project site is maintained and managed in perpetuity to maintain fuel reduction zones and to ensure that future building and development do not pose fire risks. The Wildland Fire Safe Plan requires that 50-foot fuel reduction zones be installed around the internal perimeter of the project adjacent to all open space and vineyard areas and that a 10-foot fuel hazard reduction zone is installed along both sides of all internal roads, service roads, and trails. The annual

maintenance will ensure that the project site is maintained to manage potential sources of fuel for wildland fire and that fuel management is conducted in the project's open space as well as within each residential lot. Adherence to local and state requirements as well as implementation of the Wildland Fire Safe Plan, which is addressed by Mitigation Measure 3.7-4 (see Response A-14), would ensure that the project's potential to expose people or structures to a risk of loss, injury, or death from wildland fires is reduces to less than significant.

It is also noted that impacts associated with emergency access are analyzed in Impact 3.11-5 on page 3.11-27 of Chapter 3.11 of the Draft EIR. The project has been reviewed by the El Dorado Hills Fire Department and the County Department of Transportation to ensure that the project provides adequate access and would not impede circulation, including during emergency conditions. The El Dorado Hills Fire Department reviewed and approved the proposed site plan and the Wildland Fire Safe Plan developed for the project, and all proposed project roadways have been sized and designed to meet the County and Fire Department's requirements, which have been developed to ensure adequate access. Overall, impacts associated with emergency access would be less than significant and no change to the Draft EIR is necessary. It is noted that AOB connection between Malcolm Dixon Road and Green Valley Road will improve circulation in the area and increase access options for all residents in the project area in the event of evacuation.

Response K-7: The commenters request that the project be sent back to the applicant for refinements, or that the original Diamante Estates project be adopted. The commenter's concerns and recommendations noted throughout this comment letter have been forwarded to the County for their consideration. No further response is necessary.

Date: December 26, 2018

To: El Dorado County Development Services Department
Planning and Building Department
2850 Fair Lane Court, Building C
Placerville, CA 95667

From: Robert Hablitzel
1500 Lake Vista Lane
El Dorado Hills, CA 95762

Re: The Vineyards of El Dorado Hills
Draft Environmental Impact Report
SCH #2017102026

Comments on the Draft Environmental Impact Report (EIR) Document:

Mitigation 3.11-3
Mitigation reroutes proposed project traffic traveling East from Chartraw/Green Valley to the Malcom Dixon/Green Valley Road intersection. Improvements are not proposed to this intersection, even though the County's master plan for Green Valley Road indicates the Malcom Dixon/Green Valley intersection currently requires safety improvements. For this project to be approved as proposed, those improvements should be completed prior to construction. L-1

The County Department of Transportation presented a circulation plan (Exhibit X) for all four of the Malcom Dixon properties in the Diamonte Estates approval. The circulation impacts from Diamonte on Malcom Dixon Road are partially mitigated by this exhibit with a connector road north to Salmon Falls Road adjacent the EID water storage tank. The Vineyards proposed project eliminates this connector. The EIR does not address how eliminating one connector from Diamonte, a less dense project, to Vineyards, a higher density project, benefits traffic impacts to Malcom Dixon. L-2

The draft EIR does not address additional impacts to traffic at the constraint of two one lane bridges on Malcom Dixon between the proposed project and Salmon Falls Road. Currently stacking occurs at these bridges. Additional stacking impacts will occur. L-3

The project proposes potential commercial operations (assumed with the vineyard operations). The traffic report does not address this impact. In addition, potential commercial operations should be identified as part of any approval. L-4

Bicycle lanes on Green Valley Road are noted in the draft EIR. However, the report does not address the impact to bicycle traffic on Malcom Dixon Road. Malcom Dixon Road is a major preferred route over Green Valley Road for bicycle traffic. In addition, it is not uncommon for road racing of groups of 20 to 100 bicycles on Malcom Dixon on weekends. What impacts will this project have on bicycle traffic with additional auto circulation from the approval of this project. No bicycle lanes are proposed on Malcom Dixon. L-5

In public facilities, the report addresses public safety, but does not address park and recreation facilities to serve this area to meet the 2013 County Master Plan for park and trails. Currently there are no parks north of Green Valley Road or East of Salmon Falls Road for the neighborhood. There is potential to develop a public park space at the Live Oak School site, for example. This would preserve this heritage point of interest as a public park asset, as well mitigate the impacts of this proposed project to the adjacent community. L-6

The report identifies the location of Coloma Road in a 2002 aerial, but does not appear to address its known locations in preservation of elements of historical significance. L-7

Mitigation 3.4-1 The Live Oak School should have the engineering and historical reports completed prior to the project approval. Significant engineering and planning has been undertaken for the Diamonte Estates approval and this proposed project. It is reasonable to have the viability of the Live Oak School renovation knowledge prior to project approval, so that appropriate steps may be undertaken to address the school and site as part of this project. L-8

Response to Letter L: Robert Hablitzel, Resident of El Dorado County

Response L-1: The commenter notes that Mitigation Measure 3.11-3 would reroute proposed project traffic to the Malcolm Dixon Road / Green Valley Road intersection. The commenter further notes that improvements are required for this intersection, pursuant to the County's Master Plan for Green Valley Road. The commenter's concerns and recommendations noted throughout this comment letter have been forwarded to the County for their consideration.

The AOB Malcolm Dixon Road Cutoff Road connector would result in a decrease of the Malcolm Dixon Road traffic by approximately 29 percent by re-routing new and existing traffic to Green Valley Road, as previously described. The commenter is referred to Table 3.11-7, which shows that the project would result in a decrease in delay at the Malcolm Dixon Road/Green Valley Road intersection under Existing Plus Project conditions and to Table 3.11-8, which shows that the project would result in no change to the overall delay at this intersection and an insignificant increase in delay at the worst movements (increase from 22.7 to 22.9 seconds southbound in the AM peak and an increase from 12.4 to 12.5 southbound in the PM peak) at this intersection under Future Plus Project Conditions and The decrease in traffic on this roadway would provide beneficial safety improvements.

Response L-2: The commenter notes that the County Department of Transportation previously presented a circulation plan for all four of the Malcolm Dixon Road properties in the Diamante Estates approval. The commenter also notes that the EIR does not address the impacts of the proposed removal of the connector road north to Salmon Falls Road.

The commenter is referred to the Area of Benefit description on page 2.0-2. The AOB improvements include connection of the La Canada project to Salmon Falls Road (referred to "Salmon Falls Road intersection improvements"). This connection to Salmon Falls Road would be made when the La Canada, Alto, and Malcolm Dixon Road Estates projects are developed north of the site. The Salmon Falls connection has not been removed from the AOB.

The Vineyards at El Dorado Hills EIR analyzes impacts associated with the proposed project, as described in Chapter 2.0 of the Project Description; the AOB improvements are required regardless of approval of the Vineyards at El Dorado Hills project. The El Dorado County Travel Demand Model (TDM) was used both as the basis to establish the relative assignment of proposed project trips, and to establish background traffic estimates for analysis scenarios. A connection to Salmon Falls Road would be made once the La Canada Project, Alto Project, and Malcolm Dixon Road Estates Project are developed north of the site.

Response L-3: The commenter notes that the EIR does not address stacking impacts as a result of the two "one lane" bridges on Malcolm Dixon Road between the project site and Salmon

Falls Road. No bridges will be replaced or widened as a result of the proposed project, and the County does not currently have any planned improvements to these bridges.

The project includes two access points: one at Via Veritas and one at Malcolm Dixon Road. The main access point (Via Veritas) provides direct access to Green Valley Road which is the more direct, fast, and efficient route to the west. This route will be preferred by the motorist over the Malcolm Dixon Road route. The Via Veritas access will connect to the AOB Malcolm Dixon Road Connector which will also route trips from Arroyo Vista down to Green Valley Road, thereby reducing traffic on Malcolm Dixon Road by 29 percent. Due to the reduction in traffic on Malcolm Dixon Road, the number of vehicles crossing the two bridges would decrease and the project would not have an adverse impact. It is further noted that the bridge and box culvert on Malcolm Dixon Road west of the project are not one-lane bridges; both facilities are 19 feet in width between the parapets. This allows enough room for two 9-foot lanes, the minimum lane width recommended by the American Association of State Highway Transportation Officials (AASHTO).

Response L-4: The commenter notes that the traffic impacts from the project's potential commercial operations (assumed with vineyard operations) are not included in the traffic report. The details of the proposed vineyard are discussed on pages 2.0-4 and 2.0-5 of Chapter 2.0. As discussed, a small-scale vineyard (up to 25 acres) would be planted within the open space area (Lots A, B, C, and D) as shown on Figure 2.0-5. The land would be owned by the HOA and would be leased to a vineyard grower that would plant and operate the vineyard. No production or distribution facilities are proposed on the project site. Vineyard operations would include vineyard maintenance activities that would occur approximately one week each month from February through July each year and a one- to two-week harvest period that would occur in or near the fall of each year. Commercial operation of the proposed vineyard would not occur.

The impacts of the proposed vineyard on the environment are discussed throughout Sections 3.1 through 3.12 of the Draft EIR. Impacts related to traffic, noise, and pesticides are discussed in Sections 3.11, 3.9, and 3.7, respectively. As noted in Section 3.11, trips associated with the vineyard component were reviewed and determined to not have a minimal effect on recurring weekday peak-hour trips (Kimley Horn, 2018; Kimley Horn, 2019).

Response L-5: The commenter notes that the traffic report does not address impacts to bicycle traffic on Malcolm Dixon Road, and no bicycle lanes are proposed on Malcolm Dixon Road. Upon future development to the north and east (Malcolm Dixon Road Estates, La Canada, and Alto), the project would not be isolated or cut off from other future developments. It is also noted that a variety of pedestrian circulation amenities would be included in the project, including a series of multi-use trails within the project site. These trails could provide future pedestrian and bicycle connections to Malcolm Dixon Road (as part of the proposed project) and Salmon Falls Road in the future (associated with the La Canada development).

Upon development of the project, the Malcolm Dixon Cutoff Road connector (required by the approved AOB as previously discussed) will also route trips from Arroyo Vista down to Green Valley Road, thereby reducing traffic on Malcolm Dixon Road by 29 percent. This would alleviate impacts to bicycle riders along Malcolm Dixon Road as fewer vehicles would be using this roadway. Additionally, the CEQA Guidelines provide the following checklist question pertaining to bicycle facilities: Would a project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? This impact is discussed on page 3.11-26 of the Draft EIR. As discussed, the project will not result in removal of a bicycle, pedestrian, or transit facilities and would not conflict with the County's adopted plans for pedestrian, bicycle, and transit facilities.

The County's Development Standards and Guidelines for Rural Regions and Rural Centers do not require construction of sidewalks or bike lanes. The project would provide frontage improvements to Malcolm Dixon Road in accordance with County roadway standards. Internal roadways would with widths of 26 feet and are consistent with the County's standards. The pedestrian and bicycle amenities proposed by the project include a series of multi-use trails within the project site.

The commenter is referred to Responses D-5 and D-6 for additional information regarding pedestrian and bicycle connectivity and impacts.

Response L-6: The commenter notes that the EIR does not address park and recreation facilities, including the El Dorado County Parks and Trails Master Plan (County Master Plan). The commenter also notes that there is potential to develop a public park space at the Live Oak School site.

The Draft EIR identified in Section 3.10, Public Services, that impacts associated with parks would be less than significant (Draft EIR p. 3.10-1). Impacts associated with park and recreation facilities were discussed in the Initial Study prepared for the proposed project. See Appendix A of the Draft EIR. It is noted that the County Master Plan primarily provides goals, objectives, and policies related to the County's development and management of park and recreation facilities and programs; the County Master Plan for Parks and Recreation does not identify any parks or recreation facilities on the project site (Exhibits 2 and 3) and the project would not impede implementation of the County Master Plan. The project is consistent with relevant goals and policies, including Objective 1.1 and Policy 1.1.2, which encourage location of parks and recreation facilities in underserved area, an increase in diversity of recreational experiences, and location of trails to provide connections to neighborhoods or other public spaces to encourage walking and cycling and for parks. By providing trails that access to Malcolm Dixon Road and Via Veritas, the project is providing opportunities for bicycle and pedestrian activities for its residents, as well as other community members. As noted on page 47 of the Initial Study, while the project site is not within the El Dorado Hills CSD service area and would not result in a direct increase in the revenue of the CSD apart from rental or other applicable fees, project residents may use El Dorado Hills CSD

and other regional parks and recreation facilities. The project would include approximately 65.58 acres of open space area, in addition to on-site trails.

The dedication of land, the payment of fees in lieu thereof, or a combination of both for park and recreational purposes is required by the Chapter Sec. 120.12.090 of the El Dorado County Subdivision Ordinance as a condition of approval of the final subdivision map when the condition has been imposed on the tentative map of the subdivision. The proposed project would be required to either meet or exceed the required parkland dedication, pay the in-lieu fee, or provide a combination of both. Additionally, due to the amount of on-site recreational amenities, and the number of persons generated by the project, the proposed project would not require new or expanded park facilities, development of parks and recreation facilities, or the rehabilitation of parks and recreation facilities that would result in a significant impact on the environment. For additional information regarding potential impacts to El Dorado Hills CSD facilities, the commenter is referred to Response B-3.

The commenter's observation that there is the potential for a public park at the Live Oak School site is noted for consideration by the County and its decision-makers. The project proposes to preserve the Live Oak School site within the open space area (Lot C).

Response L-7: The commenter notes that the EIR identifies the location of Coloma Road in a 2002 aerial, but does not appear to address its known locations in preservation of elements of historical significance. Impacts associated with Coloma Road are discussed in detail in Section 3.4, Cultural and Tribal Resources, of the Draft EIR. Peak & Associates completed a Cultural Resources Assessment for the proposed project. The Coloma Road feature is described on pages 3.4-9 and 3.4-10 of the Draft EIR. As discussed on page 3.4-17, the old Coloma Road route runs through the southern portion of the project site. This road was used briefly by the Pony Express. The road is no longer present on the project site and there is minimal physical evidence of the road. Portions of the old Coloma Road would remain undisturbed within Lots A, B and C; however, development of the project site would place infrastructure and residential uses and would permanently remove physical traces of the road in areas of the project site proposed for development, including in the vicinity of Lots 1, 6, and 9, Via Veritas, and Road A. Peak & Associates recommended that the segment of the historic Coloma Road on the project site be documented, including a survey for physical resources associated with this feature, and preparation of a complete site form, mapping, and photography, prior to project development. This recommendation is included in Mitigation Measure 3.4-2, reproduced below:

> ***Mitigation Measure 3.4-2:*** *Prior to site disturbance, the Coloma Road resource shall be further examined and fully documented with a complete California Department of Parks and Resources site form. This effort shall include re-surveying the old Coloma Road route by qualified archaeologists including use of a metal detector to check for related artifacts or features, preparation of a*

field map documenting the route and features of the roadway, and large-scale photographs of any physical evidence found of the route.

Peak & Associates determined that implementation of these measures would reduce potential impacts to less than significant.

Response L-8: The commenter notes that the Live Oak School should have engineering and historical reports completed prior to the project approval. The commenter states that it is reasonable to have the viability of the Live Oak School renovation knowledge prior to project approval so that appropriate steps may be undertaken to address the school and site as part of the project.

The Live Oak School site has been investigated to determine its potential significance as a historical resource pursuant to CEQA Guidelines Section 15064.5. As discussed on pages 3.4-7 and 3.4-8 of the Draft EIR, the Live Oak School has been reviewed multiple times (by qualified professionals), with the most recent assessments by Historic Resource Associates in 2016 and by Peak and Associates in 2017. The Live Oak School site is considered to be a historical resource, as described on Draft EIR page 3.4-8. The project has proposed to place the site within the open space area and fence the site to preserve the Live Oak School site in perpetuity. However, as observed by Historic Resource Associates, Peak & Associates, and the Clarksville Region Historical Society, the Live Oak School is currently in a state of disrepair, including partial collapse of the rear of the school roof, failing foundations or footings, a large bee hive damaging the siding and interior framing, serious serious disrepair of the porch, wood rot, and the effects of general weathering. While the project does not propose removal of the Live Oak School site and proposes no changes to the building and would fence the Live Oak School site without any disturbance or change to the resource, the qualified experts that have reviewed the project and site have recommended that consideration be given to the cost to rehabilitate the building to stabilize the building and whether this is feasible or to the documentation and removal of the building. With the implementation of the recommendations of the qualified professionals, there is the potential that the Live Oak School site will be removed due to the state of disrepair and the potential cost to stabilize the site. However, if left alone, the condition of the Live Oak School would continue to deteriorate regardless of implementation of the project.

Consistent with CEQA Guidelines Section 15064.5, the Draft EIR has identified the significance of the Live Oak School site and identified mitigation measures to mitigate significant adverse impacts. Mitigation Measure 3.4-1 (reproduce below) would be completed prior to site disturbance and would ensure that the resource is preserved, if feasible and, if not, that the resource will be appropriately documented. The Draft EIR concludes that the potential impact is significant and unavoidable as the additional study required by Mitigation Measure 3.4-1 may result in the removal of the building. It is not reasonable to require the project to conduct further detailed study of the building, given that the project has not proposed removal of the building and the the information provided in the Draft EIR is adequate for the decision-makers to determine

the significance of the Live Oak School site, the potential impact of the project to the extent that is is feasible to determine the impacts at this stage, and to consider the adequacy of the mitigation measure. As there is the potential for the building to be removed, following complete documentation and resource recovery, the Draft EIR has indicated the impact to Live Oak School could be significant and unavoidable, as described under Impact 3.4-1 on pages 3.4-16 through 3.4-19 of the Draft EIR.

> ***Mitigation Measure 3.4-1:*** *Prior to site disturbance, the Live Oak School resource, including Live Oak School and associated features, shall be further examined and fully documented with a historic building report. This effort shall include any data retrieval from areas in the vicinity of the resource that will not be within Lot C (permanent open space), updated site forms prepared to address any additional features identified in association with the resource, and preparation of a map identifying the location of features associated with this resource. The historic building report shall identify the steps necessary to stabilize and preserve the school building by an engineer who specializes in the evaluation and preservation techniques for historic buildings. The historic building report shall be submitted to the County Planning Department for review and approval.*
>
> *If the County determines, based on the historic building report, that the school building can be feasibly stabilized and preserved, a management plan shall be developed for the resource to address both short-term and long-term effects of the project, including: providing for initial funding to stabilize or restore the building and ongoing funding to maintain the building; identifying methods to secure the building to address potential impacts created by development of the project and from persons in the vicinity of this resource; and establishing a mechanism to manage and oversee the continued maintenance and preservation of the school building. The management plan shall be submitted to the County Planning Department for review and approval.*
>
> *If the County determines, based on the historic building report, that the school building cannot be feasibly stabilized and preserved, the resource shall be fully documented with the preparation of a Historic American Building Survey report, which shall include large scale photography. The Historic American Building Survey report shall be submitted to the County Planning Department for review and approval.*

From: **Larry Keenan** <lobbythis@comcast.net>
Date: Mon, Feb 4, 2019 at 9:03 AM
Subject: ProposedVineyards development
To: <planning@edcgov.us>
Cc: John Hidahl <bosone@edcgov.us>

We oppose any development that has a traffic impact on GVR unless there are changes made to widen GVR with appropriate turn lanes installed to any existing development. No development until GVR is fixed. Stay with our general plan for infrastructure. Developers should pay for changes to GVR. M-1

Respectfully,
Larry Keenan
Sterlingshire
916 933 9475

Sent from my iPhone

Response to Letter M: Larry Keenan, Resident of El Dorado County

Response M-1: The commenter notes opposition to any development that would impact traffic on Green Valley Road unless there are changes made to widen the road with appropriate turn lanes. The commenter also notes that the County should stay with their General Plan for infrastructure. The commenter concludes that developers should pay for changes to Green Valley Road. This comment is noted. Impacts to Green Valley Road are discussed in Section 3.11, Transportation and Circulation, of the Draft EIR. The project would not result in impacts that would require the widening of Green Valley Road; however, the project would be subject to the three mitigation measures related to improvements for Green Valley Road, including:

- Mitigation Measure 3.11-1, which requires payment of applicable TIM fees toward the improvement of the Green Valley Road at El Dorado Hills Boulevard/Salmon Falls Road intersection (Capital Improvement Program Project #73151);

- Mitigation Measure 3.11-2, which requires the project proponent to provide a two-way left turn lane along Green Valley Road at the Loch Way intersection prior to the start of development of the subdivision phase that includes the 11th single family residence; and

- Mitigation Measure 3.11-3, which requires the project proponent to fund improvements that restrict the southbound left-turn movement at the Green Valley Road at the Malcolm Dixon Cutoff Road (Chartraw Road) intersection prior to the start of development of the subdivision phase that includes the 9th single family residence. The improvement would be added to the County's Capital Improvements Program and the improvement would be required to be constructed at such time that the intersection triggers the following delays: 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound). This timing represents future conditions prior to the impact that would occur in association with the project.

As discussed on page 3.11-19 of the Draft EIR, Mitigation Measure 3.11-1 is funded and programmed in the County's Capital Improvement Program. This improvement has been completed since the Transportation Impact Study was prepared for the project and the Draft EIR has been revised as shown in Chapter 3 of this Final EIR to reflect completion of this improvement.

Mitigation Measure 3.11-2 would be funded and implemented by the project proponent, prior to the start of development of the subdivision phase that includes the 11th single family residence for the addition of the left-turn lanes on Green Valley Road at Loch Way. Mitigation Measure 3.11-3 would be funded prior to the start of development of the subdivision phase that includes the 9th single family residence for the left-turn improvements on Green Valley Road at the Malcolm Dixon Cutoff Road.

Mitigation Measure 3.11-3 requires the improvements to be added to the County's Capital Improvements Program as a funded improvement and to be implemented at such time that the intersection triggers the following delays: 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound). These are the future conditions that would occur without the project as shown in Draft EIR Table 3.11-8. Implementation of the improvement at this time would ensure that the improvement is constructed prior to the intersection reaching the LOS impact that would be triggered by the project.

With implementation of these mitigation measures, the impacts to Green Valley Road and the associated study intersections would be less than significant as discussed under Impact 3.11-1 on pages 3.11-17 through 3.11-23 of the Draft EIR. The commenter's concerns noted in this comment letter have been forwarded to the County for their consideration. No further response is necessary.

From: **caryn kralovansky** <ckralovansky@yahoo.com>
Date: Sun, Jan 6, 2019 at 4:41 PM
Subject: Vineyards at El Dorado Hills
To: evan.mattes@edcgov.us <evan.mattes@edcgov.us>

Dear Mr. Mattes,

2019 will mark my tenth year of living in El Dorado Hills. Having moved from the congested Bay Area I loved the look and feel of El Dorado Hills. My preference is more towards the older neighborhoods with larger lots than the new neighborhoods where homes are on much smaller lots. I lived in one of these homes for four years. While I understand some people like them I was quite dissatisfied in a neighborhood that lacked open space. In 2016 I purchased a home on Uplands Drive which is off Malcolm Dixon and Salmon Falls. In the two years I have lived here the Overlook project was built and completed. The Overlook project changed the look and feel of our rural area and added additional cars on Malcolm Dixon. Where there was once a pleasing rural look to Malcolm Dixon we now have wooden fences vs open fencing that would have preserved the look even with houses. The look from Green Valley is more pleasing than it is on Malcolm Dixon. Green Valley has open fencing. I am mostly disappointed with how suburbia and smaller lots has now impacted my most favorite area of El Dorado Hills. I am not anti development. I realize that we need development for a variety of reason. What frustrates me most is the density bonus that these new developments continually ask for. I understand an approved General Plan has been in place for quite some time yet the developments are not built to these specifications. The density bonus allows them to add exponentially more homes per acre which significantly impacts the area. The residents will feel this impact most in the look and feel of our community and the increased traffic. I have no issues with developing in accordance with the general plan. My desire is to have managed growth that will preserve the uniqueness of our area.

N-1

N-2

Having grown up in an area in the Bay Area that was primarily agricultural and had suburbia creep into those farm lands I have watched the visual change and felt the impact on congestion and noise. I hope that El Dorado Hills can avoid just massive growth and instead grow in accordance to the general plan which helps preserve the rural look and feel to our community.

N-3

Thank you,
Caryn Kralovansky
1041 Uplands Drive
El Dorado Hills, CA 95762

Response to Letter N: Caryn Kralovansky, Resident of El Dorado County

Response N-1: The commenter prefers large lots with open space, similar to her home off Malcolm Dixon Road and Salmon Falls Road. The commenter notes the changes to the rural area as a result of the Overlook Project. The commenter also prefers open fencing to wooden fencing. Fencing of the common open space areas, with the exception for the fencing around Live Oak School site, would be fencing that is at least 50% open, or the areas would remain unfenced. Fencing associated with the residential lots would be staggered, due to the placement of the residential lots within the project site (see Draft EIR Figure 2.0-5), and would not present a long wooden fence along the entire frontage of the project site. The project description has been updated on pages 2.0-4 and 2.0-5, as shown below to reflect the proposed fencing. The commenters' concerns and recommendations are noted for the consideration of the County and its decision-makers. No further response is necessary.

"OPEN SPACE

The five open space lots, totaling 65.58 acres, have been designed to include the existing schoolhouse and to preserve portions of oak woodlands and the majority of the identified wetlands and other waters on the project site. <u>The open space lots are proposed to remain unfenced or to have an open-style fence that is a minimum of 50% open along the project's frontages with Malcolm Dixon Road, Via Veritas, and the project's internal trail and private road system. The open space lots would be maintained by the Homeowner's Association (HOA).</u>

VINEYARD

A small-scale vineyard (up to 25 acres) would be planted within the open space area (Lots A, B, C, and D) as shown on Figure 2.0-5. The land would be owned by the ~~Home Owners' Association (~~HOA~~)~~ and would be leased to a vineyard grower that would plant and operate the vineyard. No production or distribution facilities are proposed on the project site. Vineyard operations would include vineyard maintenance activities that would occur approximately one week each month from February through July each year and a one- to two-week harvest period that would occur in or near the fall of each year.

LIVE OAK SCHOOLHOUSE

The Live Oak Schoolhouse site would be preserved within the open space area (Lot C). <u>The Live Oak Schoolhouse site would be fenced with open fencing (a minimum of 30% open).</u> The project may include stabilization of the existing schoolhouse structures, but would not include any use of the schoolhouse for public or private events."

Response N-2: The commenter expresses concern over the density bonuses that new developments continually ask for. The commenter notes that density bonuses allow developers to add exponentially more homes per acre which significantly impacts the area. The commenter would like managed growth that preserves the uniqueness of the area. This comment is noted. As described in Chapter 2.0, Project Description, of the Draft EIR,

the 42 residential lots would be a minimum of one acre in size, ranging from 43,560 square feet to 46,562 square feet. Almost half of the project site (65.58 acres) would be preserves as open space. The proposed project is consistent with the General Plan land use and zoning for the site; both the County's General Plan and Zoning Ordinance specifically provide for density bonuses. The requested density bonus is allowed by General Plan Policy 2.2.4.1, which provides for a density bonus of 1.5 dwelling units, in addition to the number of base units allowed, for each unit of developable land set aside as open space. Section 130.28.060 of the County Code has similar provisions, providing for density bonuses where a new minimum of 30 percent of the land area within a residential development project is set aside for commonly owned or publicly dedicated open space, as defined in Article 8 of the Code. Impacts associated with the project's proposed 42 units, which includes the density bonus units, are addressed in the Draft EIR. No further response is necessary.

Response N-3: The commenter notes that she grew up in an area in the Bay Area that was primarily agricultural land that had suburbia creep into those farmlands, which resulted in visual changes and impacts on congestion and noise. The commenter concludes that EL Dorado Hills should avoid massive growth and instead grow in accordance to the General Plan. As previously described, the project's proposed density is consistent with the General Plan. The project does not request a General Plan Amendment. This comment is noted. The commenter's concerns and recommendations are noted for the consideration of the County and its decision-makers. No further response is necessary.

From: **Rob Kubick** <rkubick@yahoo.com>
Date: Thu, Jan 3, 2019 at 9:47 AM
Subject: Re: Comment on the Draft Environmental Impact Report of the Vineyards at El Dorado Hills
To: evan.mattes@edcgov.us <evan.mattes@edcgov.us>, Victoria Summers <victoria95762@yahoo.com>

evan.mattes@edcgov.us
El Dorado County Development Services Department
Planning and Building Department
2850 Fair Lane Court, Building C
Placerville, CA
95667

Re: Comment on the Draft Environmental Impact Report of the Vineyards at El Dorado Hills

We are residents of the Sterlingshire development that is nearby to the proposed development of the Vineyards at El Dorado Hills. We have reviewed the Draft Environmental Impact Report of the Vineyard at El Dorado Hills, we have the following comments and concerns. O-1

- The project is inconsistent with a policy that requires development projects be located and designed to avoid incompatibility with adjoining land uses O-2
- The project is inconsistent with objectives of the economic element of the general plan O-3
- The project would require a General Plan amendment from low density residential to medium/high density O-4
- The project is out of character with the existing community density O-5
- The project would increase traffic on both Malcom Dixon and Green Valley Roads. Green Valley is already overburdened and traffic it on it is unacceptable. It causes both safety and quality of life issues. Addressing this would require a General Plan amendment O-6
- The project would also require a right to cut down trees less than 36" in diameter, severely impacting the visual character of the site. O-7

Sincerely,

Victoria Summers and Robert Kubick Homeowners
2335 Loch Way
El Dorado Hills, CA
95762
rkubick@yahoo.com
victoria95762@yahoo.com
(916) 939-1474

Response to Letter O: Victoria Summers and Robert Kubick, Resident of El Dorado County

Response O-1: The commenters note that they are residents of the Sterlingshire development. This comment serves as an introduction to the comment letter. The commenters' concerns and recommendations are noted for the consideration of the County and its decision-makers. No further response is necessary.

Response O-2: The commenters note that the project is inconsistent with a policy that requires development projects be located and designed to avoid incompatibility with adjoining land uses. It is noted that the commenter does not identify any specific policy nor does the commenter provide any description of the asserted inconsistency. Impacts associated with land use compatibility were discussed in the Initial Study prepared for the proposed project. See Appendix A of the Draft EIR. As noted on page 37 of the Initial Study, the project proposes development of 42 new homes, which is consistent with both the General Plan and the County's Zoning Ordinance density bonus provisions. General Plan Policy 2.2.5.21 addresses compatibility with surrounding uses. The proposed site design allows for the open space around the perimeter of the project site, preserving a natural buffer between existing residential areas. Development density would be visually and physically compatible with the overall densities of existing and approved development in the vicinity of the project site.

Additionally, the project is compatible with the existing and future adjoining land uses. As shown in Figure 2.0-6 of Chapter 2.0 of the Draft EIR, the proposed project's density and open space areas provide for a transition between the existing residential uses to the south of the site and the future residential uses to the north of the site. For example, the proposed lot sizes are larger than the lots to the south, and similar or slightly smaller than the future lots to the north. The density of the residential uses in the immediate project vicinity decreases from south to north as the area becomes more rural.

Response O-3: The commenters note that the project is inconsistent with the economic element of the General Plan. Without a specific policy referenced in the comment or inconsistency described, a meaningful analysis cannot be completed. The majority of the policies in the County's Economic Development Element of the General Plan do not apply to the proposed residential uses. The policies in this element that pertain to the project are mainly related to the provision of infrastructure in new development projects. The project would provide all necessary infrastructure improvements required to serve the residences, and the project applicant would be subject to all relevant development fees, such as Transportation Impact Mitigation Fees.

Response O-4: The commenters note that the project would require a General Plan amendment from low density residential to medium/high density. The project would not require an amendment to the General Plan, as the project is consistent with the land use and zoning designations for the site, as described in Section X, Land Use Planning, in Appendix A, Initial Study, of the Draft EIR. The requested entitlements are discussed on

pages 2.0-3 and 2.0-4 of Chapter 2.0 of the Draft EIR. Implementation of the proposed project would require the following entitlements and approvals from the County of El Dorado:

- Certification of the EIR;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of County of El Dorado Planned Development (-PD) overlay zone to the underlying zoning of RE-5 resulting in a new zoning of Estate Residential, 5-acre-Planned Development (RE-5-PD)
- Approval of Planned Development Permit (PD16-0001) establishing an official development plan for the Vineyards at El Dorado Hills Project.
- Approval of Final Planned Developments and Tentative Subdivision Maps;
- Approval of Grading Plans;
- Approval of Building Permits; and
- County review and approval of project utility plans.

The project site is currently designated Low Density Residential by the County land use map. The Low Density Residential designation establishes areas for single-family residential development in a rural setting, as described under General Plan Policy 2.2.1.2. In Rural Regions, this designation shall provide a transition from Community Regions and Rural Centers into the agricultural, timber, and more rural areas of the County and shall be applied to those areas where infrastructure such as arterial roadways, public water, and public sewer are generally not available. The maximum allowed density in the Low Density Residential designation is one unit per five acres, which can be exceeded with a density bonus as provided by the General Plan. The requested density bonus is allowed by General Plan Policy 2.2.4.1, which provides for a density bonus of 1.5 dwelling units, in addition to the number of base units allowed, for each unit of developable land set aside as open space. No revisions to the Draft EIR are necessary.

Response O-5: The commenters note that the project is out of character with the existing community density. See Response O-2. The comment is noted for consideration by the County and its decision-makers.

Response O-6: The commenters note that the project would increase traffic on both Malcolm Dixon Road and Green Valley Road, which would cause safety and quality of life issues. The commenter states that this would require a General Plan amendment. No General Plan amendment is associated with the project; see Response O-4 regarding the requested entitlements. The project would increase traffic on the study area roadways described in Section 3.11, Transportation and Circulation, of the Draft EIR. As described on page 3.11-15, the project would result in the addition of 474 daily trips, 39 of which would occur during the AM peak hour, and 48 of which would occur during the PM peak hour. The developer would be subject to the three mitigation measures related to Green Valley Road, including:

- Mitigation Measure 3.11-1, which requires payment of applicable TIM fees toward the improvement of the Green Valley Road at El Dorado Hills Boulevard/Salmon Falls Road intersection (Capital Improvement Program Project #73151);

- Mitigation Measure 3.11-2, which requires the project proponent to provide a two-way left turn lane along Green Valley Road at the Loch Way intersection prior to the start of development of the subdivision phase that includes the 11th single family residence; and

- Mitigation Measure 3.11-3, which requires the project proponent to fund improvements that restrict the southbound left-turn movement at the Green Valley Road at the Malcolm Dixon Cutoff Road (Chartraw Road) intersection prior to the start of development of the subdivision phase that includes the 9th single family residence. The improvement would be added to the County's Capital Improvements Program and the improvement would be required to be constructed at such time that the intersection triggers the following delays: 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound). The delays represent future conditions prior to the impact that would occur in association with the project.

With implementation of these mitigation measures, the impacts to Green Valley Road and the associated study intersections would be less than significant as described in Section 3.11 of the Draft EIR. No further response is necessary.

Response O-7: The commenters note that the project would require the removal of trees less than 36-inches in diameter which would impact the visual character of the site. Impacts associated with the visual character of the site are discussed in Impact 3.1-2 in Section 3.1, Aesthetics and Visual Resources, of the Draft EIR. As discussed, tree removal associated with the project is primarily the removal of scattered trees from the interior of the site to accommodate the residential uses and associated infrastructure; trees will be maintained along Mason Dixon Road and around the periphery of the project site as shown on Figure 3.1-2 (Tree Preservation Plan). The project will remove eight trees along the Mason Dixon Road frontage, the remainder of trees that will be removed are scattered trees located in the interior of the site (see Figure 3.1-2). The area of the site with steeper slopes and oak woodland canopy is located in the northern portion of Lot C; these visual features will be retained by the project. Additionally, the project would include landscaping improvements such as new street trees and other landscaping. No change to the analysis or conclusions provided in the Draft EIR related to tree removal are warranted.

From: **Tara Mccann** <tara.mook99@gmail.com>
Date: Tue, Feb 5, 2019 at 12:17 AM
Subject: COMMENTS OF THE DEIR FOR VINEYARDS AT EL DORADO HILLS - (SCH: 2017102026)
To: <evan.mattes@edcgov.us>, <edc.cob@edcgov.us>, <bosone@edcgov.us>, <bostwo@edcgov.us>, <bosthree@edcgov.us>, <bosfour@edcgov.us>, <bosfive@edcgov.us>

COMMENTS OF THE DEIR FOR VINEYARDS AT EL DORADO HILLS - (SCH: 2017102026)

The Vineyards Project DEIR fails to show a good faith effort in examining and disclosing significant elements of all phases of planning, construction, and operation of the project. The DEIR fails to provide sufficient analysis to allow decisions to be made regarding the proposed project in environmental considerations, utility infrastructure conflicts and impacts, traffic circulation, traffic safety improvements inclusive of improvements at occupancy and improvements phased in and over future time periods, including adequate utility infrastructure to provide for adequate fire suppression.

In October 2009, El Dorado County certified a Mitigated Negative Declaration and approved a Tentative Subdivision Map, known as Diamante Estates, for this project site. The Diamante Estates project included 19 single family lots, ranging in size from 5.0 to 9.9 acres, and one 2.2-acre open space lot. As part of the Diamante Estates approval, the project site was rezoned from Exclusive Agriculture (AE) to Estate Residential 5-acre (RE-5). P-1

The new project known as the Vineyard is requesting a density bonus, as provided by General Plan Policy 2.2.4.1 and Zoning Ordinance Section 130.28.060. A rezone (Z16-0002) would be required for the project site in order to add a Planned Development (-PD) overlay zone to the underlying zoning of Estate Residential 5- acre (RE-5), resulting in a new zoning of RE-5-PD.

The Project DEIR fails to identify Utility and Public Services as Potentially Significant and misleads the decision makers that the installation of needed services/ utilities is Less than Significant. The DEIR fails to identify the significant and substantial adverse changes that will be caused to the physical conditions which exist in the area by the required utilities for the proposed project. A less than significant effect is one in which there is no long or short-term significant adverse change in environmental conditions. The following significant changes are not considered by the project DEIR: P-2

1. Significance of impact of overhead power lines supplying power to the property.
2. Underground demo for installation of subsurface utilities along Malcolm Dixon and Green Valley.
3. Significant Drainage improvements required as part of the stated mitigation on Green Valley Road.

Impact 3.12-3: The proposed project is not anticipated have insufficient water supplies available to serve the project from existing entitlements and resources. Less than Significant Mitigation None Required. P-3

The Project DEIR fails to show that adequate entitlements are available see letter from EID in Appendix.

Impact 3.12-4: The proposed project has the potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Less Than Significant designation given. No Mitigation Required. P-4

The Project DEIR significantly fails in addressing the adequacy of complete drainage facilities. These drainage systems will alter existing drainage as well as add significant contribution to areas of outflow to the west and downstream. A complete Hydraulic Study needs to be provided. Drainage planning and design is a significant project element and critical in the foothills where seasonal flows can be short term with erosive and flooding potential.

P-4 cont'd

The Project DEIR fails to identify Traffic Circulation and as Potentially Significant and misleads the Public as well as the decision makers that the installation of needed improvements is Less than Significant.

The project DEIR fails to adequately identify improvements at time of occupancy and improvements that are future and when they will be required to be implemented as well as discussion on the basic elements needed to implement improvements.

P-5

Historically El Dorado Hills has seen projects approved and Improvements delayed for decades if ever put in due to not overcoming design elements that were not identified and analyzed fully in the project planning documents. The project DEIR fails in analysis of a significant elements:

2 Way Turn Lane on Green Valley Road.

1. Geometric Considerations and Implementation - The DEIR fails to identify the geometrics of the two-way turn lane. The undefined length of the turn lane is a significant flaw as it leaves major decisions of the geometrics on Green Valley Road undefined and unresolved. Green Valley Road is a major arterial road providing parallel capacity to US Highway 50 between Sacramento and El Dorado County.

The undefined time of installing the 2-way turn lane and all associated improvements is significant in that the project DEIR fails to adequately address planning, construction, and operation of a significant part of the project. It is not enough that a project mentions an improvement, it must realistically analyze the viability and give full disclosure of the obstacles of implementation.

P-6

2. Right of Way Needed - The County does not own the Right of Way that would allow installation of a 2-way turn lane at this location. The project DEIR fails to provide adequate analysis of conditions required to install a 2-way turn lane. The DEIR must provide adequate analysis of a proposed element or at minimum discussion of the elements needed for this element to be a realistic consideration. At this point in time this proposed significant mitigation is not even under the control of the County and/or the project proponent. Acquiring the Right of Way along Green Valley Road could likely be through eminent domain (taking of private property) which again the DEIR fails to consider how these proposed improvements will be implemented. The DEIR must identify this or state the conditions for the proposed mitigation to be realistically implemented.

P-7

3. Offsite Design Considerations Not Evaluated - In order to build this said 2-way turn lane the Loch Way Sterlingshire water feature would have to be relocated back and property taken, given or purchased from the HOA as the geometrics would require widening to this side of the road. The water feature would require complete re-designing and due to its new proximity to the travel way may not even be allowed. A retaining wall or fill would be required to implement widening of Green Valley Road at this location. The DEIR fails to provide or address the minimum design, right of way and operational needs

P-8

for a 2-way turn lane. The project DEIR fails in its analysis of a significant proposed mitigation not addressing the design criteria as well as private property changes that would occur due to the needed road widening required to implement. P-8 cont'd

Impact 3.11-1: The proposed project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system for intersections Designation given Potentially Significant, PS.

Mitigation Measure 3.11-1: Prior to issuance of building permits for the project, the project applicant shall pay the applicable TIM fees towards the improvement of the Green Valley Road at El Dorado Hills Boulevard/Salmon Falls Road intersection (Capital Improvement Program Project #73151). P-9

The Project DEIR fails to give any meaningful time frame for when traffic improvements will be required.

Mitigation Measure 3.11-2: Prior to approval of Improvement Plans, a two-way left turn lane shall be construction along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. This improvement shall be reflected on the Improvement Plans, subject to review by the County Planning Department.

The Project DIER does not explain this Mitigation in sufficient clarity. "Prior to approval of Improvement Plans, a two-way left turn lane shall be construction? Is that constructed? Explain the mechanism that the 2-way turn lane would be constructed prior to approval of Improvement Plans? Who would build and fund? County CIP ? Area of Benefit - existing residents ? This would require right of Way, widening of Green Valley Road in this vicinity, modification of Sterlingshire entrance, major drainage work associated with windening, fill and retaining walls that the DEIR fails to considered. The 2-way turn lane and subsequent widening of green valley road is glossed over. The project DEIR fails to address the significant impacts and costs required to widen Green Valley Road. This is a major failing in the project in totality. Historically in the past the County staff had responded to this by stating the project would be "Conditioned After Approval". The County must condition projects prior to approval. Conditioning a project after approval is equivalent to writing a blank check that the taxpayers have to pay for. Putting the cost of development improvements on the existing residents not the developer. This was the premise for measure Y which is being circumvented by these AOB, Area of Benefits created to pay the cost of development expenses. P-10

Mitigation Measure 3.11-3: Prior to approval of Improvement Plans, the southbound left-turn movement at the Green Valley Road at Chartraw Road intersection shall be restricted. This restriction shall be achieved by either constructing a median along Green Valley Road or by constructing an island along the Chartraw Road approach. As a result of this turn restriction, those vehicles originally making the subject southbound left-turn would be rerouted to the Green Valley Road/Malcom Dixon Road intersection. This improvement shall be reflected on the Improvement Plans, subject to review by the County Planning Department. P-11

This is a significant fatal flaw of the DEIR. Any island constructed on Green Valley Road or the entrance to Chrtraw without significant geometric improvements in totality that would include a complete implementation 2 way turn lane, widening of Green Valley Road for a length to sufficiently achieve transitions at design speed in this vicinity, the modification of Sterlingshire entrance, major drainage work associated with widening along green valley and the Sterlingshire entrance, fill and retaining walls to achieve widening, signing and striping, would result in building considerable unsafe conditions.

Mitigation 3.11-2 and 3.11-3 are saying prior to approval of the Improvement Plans all these improvements along Green Valley Road must be constructed. What is the timeframe of occupancy and approval of the improvement plans? Are the improvement plans required to be approved prior to occupancy?

The Project DEIR fails to acknowledge significant design criteria flaws. One of which site distance is not adequate for the posted speed limit as required for design speed limit. This must be analyzed and resolved.

P-12

Impact 4.13: Under Near-Term (2025) Plus Project, the proposed project may result in significant impacts at study intersections. Designation of Less Than Significant LS and Less Than Cumulatively Considerable LCC. Mitigation: None Required.

The Project DEIR fails to acknowledge and identify significant impacts at study intersections. A determination of Less Than Significant can be shown to be incorrect for the cumulative approved projects that have to be considered .

P-13

Impact 4.14: Under the Near-Term (2025) Plus Project condition, the proposed project may result in significant impacts at study roadway segments. Designation of Less Than Significant LS and Less Than Cumulatively Considerable LCC. Mitigation: None Required.

The Project DEIR fails to acknowledge and identify significant impacts at roadway segments. The DEIR fails in its determination of Less Than Significant. This can be shown to be incorrect for the near term plus project condition.

P-14

Impact 3.11-2: The proposed project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system for roadway segments Designation of Less Than Significant Mitigation: None required.

The Project DEIR fails to demonstrate this statement. The Project DIER fails to thoroughly identify the existing policy's and ordinances for performance of the circulation system of the roadway in this planning document. The project has considerable circulation issues that have not been addressed. The Traffic Circulation as well as Traffic Safety are the fundamental failings of this project. The Project DEIR discusses limited improvements in simplified statements but does not provide any realistic evaluation of a thorough analysis to show a good faith effort in examining and disclosing significant elements of all phases of planning, construction, and operation of the project. This can be clearly demonstrated in the DEIR's very limited discussion of mitigations for County road approach improvements and Green Valley widening.

P-15

Impact 3.11-3: The proposed project would not conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities LS None required

The Project DEIR is incorrect in the statement that the project would not conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The DEIR fails to identify the required pedestrian and bicycle facilities that would be required as part of ADA and Complete Streets. The DEIR fails in any analysis of pedestrian and bicycle improvements. Projects in El Dorado Hills have historically omitted pedestrian and bicycle improvements and in doing so encouraged unsafe routes for pedestrians especially children riding bicycles and walking. If the County as stated in its mission and intent of the General Plan to provide for the concentration of the highest densities in the community regions and to convert rural regions in the

P-16

El Dorado Hills Area to high density community regions must not ignore the pedestrian and bicycle needs and safety improvements. The Project DEIR must consider adequate pedestrian and bicycle facilities. This project has a high potential to attract pedestrian and bicycle circulation both from the residential development to locations such a the retail and schools to the west as well as from off site to the trails stated to be improved within the development .

P-16 cont'd

The Project DEIR fails to include analysis and significant discussion from the Trustee Agencies for significant elements that would fall under their jurisdiction and may have significant financial viability as well as result in significant design changes. The project should include all analysis, approvals and exceptions given by Trustee Agencies:

- California Department of Fish and Wildlife (CDFW) - Section 1602 Streambed Alteration Agreement;
- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- El Dorado County Air Quality Management District (EDCAQMD) - Approval of construction related air quality permits;
- U.S. Army Corps of Engineers (USACE) - Section 404 Clean Water Act permit.

P-17

Impact 3.8-3: The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge Less Than Significant, Mitigation: None required.

The Project DEIR fails to adequately prove they groundwater supply recharge would not be affected substantially. Proposed septics for the homes would potentially degrade ground water and must be thoroughly analyzed.

P-18

Impact 3.8-4: The proposed project would not alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff with adherence to regulatory requirements Less Than Significant, Mitigation: None required.

The Project DEIR fails to demonstrate through a hydraulic analysis and report that this is Less than Significant. Due to watershed and topography it has the potential for significantly alter the drainage pattern.

P-19

Impact 3.8-5 The proposed project has the potential to otherwise substantially degrade water quality Potentially Significant, Implement Mitigation Measure 3.5-1 (from Section 3.5 Geology and Soils) and Mitigation Measure 3.3-5 (from Section 3.3 Biological Resources).

Impact 3.5-1: (from Section 3.5 Geology and Soils) Reads:

The proposed project may expose people or structures to potential substantial adverse effects involving strong seismic ground shaking or seismic related ground failure. Less Than Significant. Mitigation None Required.

P-20

Impact 3.3-5: (from Section 3.3 Biological Resources) Reads:

Project implementation may result in direct or indirect effects on special status mammal species, Potentially Significant Mitigation Measure 3.3-5: The project proponent shall implement the following measures to avoid or minimize impacts on special-status bats: • If removal of trees with suitable roost cavities and/or dense foliage must occur during the bat pupping season (April 1 through July 31), surveys

for active maternity roosts shall be conducted by a qualified biologist in trees designated for removal. The surveys shall be conducted from dusk until dark. • If a special-status bat maternity roost is located, appropriate buffers around the roost sites shall be determined by a qualified biologist and implemented to avoid destruction or abandonment of the roost resulting from tree removal or other project activities. The size of the buffer shall depend on the species, roost location, and specific construction activities to be performed in the vicinity. No project activity shall commence within the buffer areas until the end of the pupping season (August 1) or until a qualified biologist conforms the maternity roost is no longer active.

P-20 cont'd

The project DEIR fails to address Substantial Degradation of Water Quality citing only the above two Mitigations. The first of which is no Mitigation, the second which is no activity during pupping season and hire a biologist to confirm maternity roost is no longer active. Is this a typo? Is this the Project DEIR's Mitigations to Potentially Significant Water Degradation in a major watershed of the American River. The Project DEIR fails at addressing any meaningful water quality issues in a tributary to the watershed that supplies drinking water to 10's of thousands.

Impact 3.9-2: Construction of the proposed project may generate unacceptable noise levels at existing receptors. POTENTIALLY SIGNIFICANT, Mitigation Measure 3.9-1: The construction contractor shall employ noise-reducing construction practices so that construction noise does not exceed construction noise standards specified in County General Plan Table 6-5, to the extent feasible. • Measures that may be used to limit noise include, but are not limited to, the following: • Prohibiting noise-generating construction activity between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and 5:00 p.m. to 8:00 a.m. on weekends and federally recognized holidays. • Locating equipment as far as feasible from noise sensitive uses. • Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation. • Not idling inactive construction equipment for prolonged periods (i.e., more than 2 minutes). • Prohibiting gasoline or diesel engines from having unmuffled exhaust. • Scheduling construction activities and material hauling that may affect traffic flow to off-peak hours and using routes that would affect the fewest number of people. • Using noise-reducing enclosures around noise-generating equipment (minimum 15 dB insertion loss). • Constructing temporary barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier features (terrain, structures) to block sound transmission. The use of these noise-reducing construction practices shall be noted on the project Improvement Plans.

P-21

Construction on Weekends:

No project should prevent homeowners from the peaceful enjoyment of their homes on weekends. No construction should be permitted on weekends for residential development in the community regions or rural regions.

HOA assumption of regulatory and enforcement role. The DEIR must consider increased motorized uses and how to mitigate both for environmental degradation and significant fire hazard.

Additionally, the HOA shall be the designated manager of the open space areas and as such shall be ultimately responsible for ensuring that passive uses are carried out in harmony with adjacent aquatic resources. The following measures shall be implemented in order to provide the HOA with the tools it needs to carry out its long-term responsibilities related to these resources:

P-22

• Prior to the public use/access of open space areas, a formal Open Space Management Plan shall be prepared by a qualified professional and included with management and maintenance schedules in the HOA CC&Rs.

• A qualified biologist shall be annually engaged to monitor the ecological health of these on-site aquatic resources and direct specific maintenance activities to minimize establishment of invasive or nonnative species. The biologist shall also ensure that activities in Open Space areas have not occasioned to affect any wetland or riparian area

Will the HOA be regulating and enforcing the trails for motorcycles, quads, ATV's that will be driving to the Lake over public land. The DEIR fails to identify and mitigate a significant fire risk that has not been discussed. The DEIR must consider increased motorized uses and how to mitigate both for environmental degradation and significant fire hazard.

P-22 cont'd

Fire Suppression -The Project DEIR stated in Appendix fire suppression to utilize tank at north side of property. The Project DEIR significantly fails at an adequate fire flow and infrastructure in the urban wildland interface.

There are many more significant omissions and flaws of this DEIR. The project DEIR fails to identify and analyze basic mitigations and significant elements that would be required for project implementation as well as critical timelines for improvements. This is a significant location in El Dorado County in its proximity to the American River Watershed and its location in the transportation corridor of a major County high traffic volume arterial Green Valley Road. This project document fails to address significant impacts as well as identify accurately levels of significance that can be demonstrated.

P-23

I ask that the elected officials consider this development in context of the Community Region in El Dorado Hills and provide for the necessary analysis, mitigations and improvements at occupancy and at defined future phasing that is identified and conditioned in the project.

Tara Mccann, Resident of El Dorado County

Response to Letter P: Tara Mccann, Resident of El Dorado County

Response P-1: The commenter expresses general concerns regarding the analysis in the Draft EIR pertaining to the environment, utilities, traffic, traffic safety, the timing of improvements, and fire suppression. The commenter also summarizes the previous (2009) environmental analysis prepared for the Diamante Estates Project. The commenter further notes that he project is requesting a density bonus and Planned Development overlay. The commenter's general concerns listed in this comment are responded to in detail in the following responses. The commenter's concerns and recommendations are noted for consideration by the County and its decision-makers.

Response P-2: The commenter notes that the Draft EIR fails to identify significant impacts related to utilities and public services. The commenter notes that the following significant changes are not considered by the Draft EIR:

1. Significance of impact of overhead power lines supplying power to the property.
2. Underground demo for installation of subsurface utilities along Malcolm Dixon Road and Green Valley Road.
3. Significant Drainage improvements required as part of the stated mitigation on Green Valley Road.

The project would not require overhead power lines to supply power to the property. Existing electrical and gas facilities are located in Malcolm Dixon Road and will be taken underground within the proposed subdivision. Underground power distribution is a safer alternative to the overhead power lines. The impacts associated with the required underground installation of subsurface utilities along Malcolm Dixon Road would be minimal as the impacts would be within the existing roadway right-of-way and would occur as part of the site preparation and frontage improvements to Malcolm Dixon Road as part of the project development addressed in the Draft EIR. The project does not propose to install utilities along Green Valley Road.

The developer would be subject to the three mitigation measures related to Green Valley Road, including:

- Mitigation Measure 3.11-1, which requires payment of applicable TIM fees toward the improvement of the Green Valley Road at El Dorado Hills Boulevard/Salmon Falls Road intersection (Capital Improvement Program Project #73151);

- Mitigation Measure 3.11-2, which requires the project proponent to provide a two-way left turn lane along Green Valley Road at the Loch Way intersection prior to the start of development of the subdivision phase that includes the 11th single family residence; and

- Mitigation Measure 3.11-3, which requires the project proponent to fund improvements that restrict the southbound left-turn movement at the Green

> Valley Road at the Malcolm Dixon Cutoff Road (Chartraw Road) intersection prior to the start of development of the subdivision phase that includes the 9th single family residence. The improvement would be added to the County's Capital Improvements Program and the improvement would be required to be constructed at such time that the intersection triggers the following delays: 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound) which represent future conditions prior to the impact that would occur in association with the project.

The El Dorado Hills Boulevard/Salmon Falls Road intersection project is a planned Capital Improvement Program (CIP) project (#73151), has been funded through the CIP, and and has been constructed. The project will not construct this improvement, but will contribute to the funding of the project.

While the project does not propose new drainage features along Green Valley Road, it may relocate or modify the storm drainage area(s) adjacent the roadway as part of the widening associated with the two-way left turn lane provided at the Loch Way/Green Valley Road intersection (Mitigation Measure 3.11-2) and as part of the Malcolm Dixon Cutoff Road/Green Valley Road intersection improvements (Mitigation Measure 3.11-3).

The planned improvement for the Green Valley Rd/Loch Way intersection would occur entirely within the existing right-of-way. The conceptual design for this improvement is provided as Figure 2.0-1 of this Final EIR. The improvements would primarily consist of restriping the road to include a left turn lane from Green Valley Road onto Loch Way and include a taper to allow traffic turning left from Loch Way to Green Valley Road to safely merge with the Green Valley Road traffic. To accommodate the left-turn lane and taper, Green Valley Road would be widened by approximately 6 feet for approximately 430 feet to the west and 500 feet to the east from the centerline of Loch Way. The improvements would be completed within the existing right-of-way that is 90 feet and 80 feet wide in this area and disturbance would occur within the County's right-of-way. Drainage improvements are anticipated to include extension of two existing culverts or for the western culvert, addition of a headwall, and drainage improvements consistent with County standards, including grading to ensure the slopes meet the County's requirements. The utility box located north of the intersection would be relocated. It is anticipated that six oak trees on the north side of Green Valley Road and two oak trees on the south side of Green Valley Road may be removed with implementation of this improvement. Disturbance to drainage features that are considered waters of the U.S. would be limited to 1/10 of an acre or less. The detailed design would be completed with improvement plans, following the County's adoption of the mitigation measure.

The planned improvement for the Green Valley/Malcolm Dixon Cutoff Road (Chartraw Road) intersection would occur entirely within the existing right-of-way. Improvements would either occur as a median curb or island to restrict left eastbound turns; either of

these improvements would occur within the existing road prism (e.g., the area of the roadway previously disturbed during road construction) and would not result in any tree removal or impacts to drainage features or other sensitive habitat. The detailed design for this improvement would be completed with improvement plans, following the County's adoption of the mitigation measure. A 10-foot refuge lane was also considered for this location that could also be constructed within the existing roadway prism with no impacts to trees, drainages, or waters of the U.S. anticipated. More extensive Refuge lane and intersection improvements were also considered for this location, but dismissed, due to: 1) the improvements would require removal of approximately 18 or more oak trees, culvert extensions and/or headwall improvements to the north and south sides of Green Valley Road, and potential impacts to wetlands and/or other jurisdictional features, and 2) the improvements associated with Mitigation Measure 3.11-3 fully mitigate the potential impact at this location and the more extensive improvements are not required. The detailed design for this improvement would be completed with improvement plans, following the County's adoption of the mitigation measure.

For both the Green Valley Road/Loch Way and Green Valley Road/Malcolm Dixon Cutoff Road improvements, drainage improvements would be constructed to the County road and storm drainage standards identified in the Design and Improvements Standards Manual and the Drainage Manual, which require no increase in downstream runoff without implementation of adequate mitigation.

Due to the potential of these improvements to remove oak woodland, result in removal or disturbance of less than 1/10 of an acre of waters of the U.S., and change drainage patterns, the mitigation measures have been revised as shown below to include specific requirements to ensure that potential impacts are addressed. Language has also been added to Section 3.11 to describe potential impacts and Mitigation Measure 3.3-7 has been revised to apply to off-site impacts, as shown in Chapter 3.0 of this Final EIR.

Mitigation Measure 3.11-2: *Prior to ~~approval of Improvement Plans~~ the start of construction of residential units (e.g. issuance of building permits) associated with the tentative subdivision map phase containing the 11th single family residence, the project proponent shall construct a two-way left-turn lane ~~shall be construction~~ along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. This improvement shall be reflected on the Improvement Plans, subject to review by the County ~~Planning~~ Department of Transportation. The project shall cause plans to be prepared, subject to review and approval by the County Engineer, and enter into a Road Improvement Agreement with County for such work.*

Implementation of this measure shall comply with all applicable mitigation measures for construction and ground-disturbing activities, including but not limited to Mitigation Measure 3.3-7, Mitigation Measures 3.2-2, 3.2-3, and 3.2-4, Mitigation Measures 3.3-4, 3.3-5, and Mitigation Measure 3.3-7, and Mitigation Measure 3.3-11, and shall be consistent with the County's Design and Improvements Standards Manual and the Drainage Manual standards.

Mitigation Measure 3.11-3: *Prior to ~~approval of Improvement Plans~~ the start of construction of residential units (e.g. issuance of building permits) associated with the tentative subdivision map phase containing the 9th single family residence, the project proponent shall fully fund improvements that restrict the southbound left-turn movement at the Green Valley Road at Chartraw Road intersection~~shall be restricted~~. The~~is restriction shall be achieved by~~ funding shall be adequate to either 1) construct~~ing~~ a median curb along Green Valley Road, 2) ~~by~~ construct~~ing~~ an island along the Chartraw Road approach. As a result of this turn restriction, those vehicles originally making the subject southbound left-turn would be rerouted to the Green Valley Road/Malcom Dixon Road intersection.*

This improvement shall be included in the Capital Improvement Program as a funded project. The County shall monitor this intersection and construct the improvements at such time that the intersection triggers the following delays: 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound).

~~*This improvement shall be reflected on the Improvement Plans, subject to review by the County Planning Department.*~~

Implementation of this measure shall comply with all applicable mitigation measures for construction and ground-disturbing activities, including but not limited to Mitigation Measures 3.2-2, 3.2-3, and 3.2-4 and Mitigation Measures 3.3-4 and 3.3-5, and shall be consistent with the County's Design and Improvements Standards Manual and the Drainage Manual standards.

Response P-3: The commenter references Impact 3.12-3 and states that the EIR fails to show that adequate water supply entitlements are available, referring to the letter from EID in Appendix A of the Draft EIR. Impacts associated with water supply are discussed in Impacts 3.12-2 and 3.12-3 of Section 3.12, Utilities, of the Draft EIR. As discussed under Response A-11, As stated in Section 3.12 of the Draft EIR, the water supply is not yet guaranteed by the El Dorado Irrigation District (EID) and the vineyards component was not included in the request. However, EID anticipated that the project would require 59 EDUs, which is the demand associated with the approved Diamante Estates project, when it annexed the project site (LAFCO Staff Report – Request for Time Extension Diamante Estates, June 22, 2016). The project demand is estimated to be approximately 51.18 EDUs (42 EDUs for the residential uses and 9.18 EDUs for the vineyard, as described under Impact 3.12-3 on page 3.12-17 of the Draft EIR. Therefore,

the proposed project demand (from both the residences and the vineyard) would likely be less than the 59 EDUs assumed for the site when it was annexed into EID. EID reviewed and commented on the project on August 3, 2018 (see Letter C, below) and did not identify any issues or concerns related to the assumption that the project would require approximately 51.2 EDUs. It is further noted that EID's comments did not identify any issues or concerns related to the Draft EIR conclusion that there is adequate water supply to serve the project and impacts associated with water supply would be less than significant, as discussed under Impact 3.12-3 on page 3.12-17 of the Draft EIR.

Response P-4: The commenter notes that the EIR fails to address the adequacy of the drainage facilities. The commenter notes that the drainage system will alter existing drainage and add significant outflow to the west and downstream. The commenter suggests that a hydraulic study be provided, and notes concerns related to erosion and flooding. The commenter's concerns are addressed in Section 3.8, Hydrology and Water Quality, and Section 3.12, Utilities, of the Draft EIR.

Currently, runoff from within the existing project site flows into nearby ravines and creeks. Runoff from the southeast corner of the project site flows into the uppermost reach of Dutch Ravine, which is confluent with New York Creek approximately 0.85 miles to the west. The majority of the project site drains from east to west into lesser, unnamed tributaries that join the main New York Creek channel less than 0.4 miles west of the project site (Olga Sciorelli, 2017).

Proposed site grading will generally maintain existing drainage patterns. The majority of the lots would drain to the rear of the lot. The proposed project includes an on-site detention basin located in Lot C, north of Lots 21 and 22 and southwest of Lot 34, which would collect stormwater to prevent localized flooding. The proposed storm drainage system would be designed to ensure that post-construction runoff volumes do not exceed pre-development conditions. In addition to mitigating post-development runoff, the proposed project would capture and treat the 85th percentile 24-hour storm event per the current Phase II municipal separate storm sewer systems (MS4) Permit and the El Dorado County West Slope Development and Redevelopment Standards and Post Construction Storm Water Plan Requirements.

The discharge of stormwater throughout the project site would be treated through best management practices (BMPs) prior to its discharge. The El Dorado County Code provides rules and regulations to manage and control stormwater and discharge. The County Grading, Erosion, and Sediment Control Ordinance (Grading Ordinance) (Chapter 110.14 of the County Code) establishes provisions for public safety and environmental protection associated with grading activities on private property. The County's Subdivision Ordinance (El Dorado County Code Title 120) requires drainage plans to be submitted prior to the approval of tentative maps for proposed subdivision projects.

The Drainage Manual (1995) provides standard procedures for future designs of drainage improvements. The Drainage Manual supersedes the stormwater drainage system design standards in the County's Design Improvements Standards Manual. The Drainage Manual requires that a hydrologic and hydraulic analysis be submitted for all proposed drainage facilities. A Drainage Report for the proposed project was prepared in April 2017 that addressed each of required topics. The Drainage Report prepared for the proposed project found that a detention basin of at least 1.1 acre-feet is required to ensure that post-construction runoff does not exceed pre-construction levels for 100-year flows (Olga Sciorelli, 2017). With the inclusion of the proposed detention basin, the proposed project would comply with all applicable requirements to ensure that the proposed project would not alter the existing drainage in a way that would result in substantial erosion, siltation, flooding, or polluted runoff.

The Drainage Report describes that the post-construction runoff would exceed the pre-development runoff levels by approximately 15% for both 10- and 100 -year flood conditions. The Drainage Report determined that an on-site detention basin of approximately 1.1 acre-feet in storage would be adequate to mitigate increases in runoff to preconstruction levels.

Although the proposed project would change the existing drainage pattern at the site through grading and the development of additional impervious surfaces, the proposed project would comply with all applicable policies, plans, and guidelines as established by El Dorado County to reduce the potential for substantial erosion, siltation, flooding, or polluted runoff. No changes to the Draft EIR are necessary.

Response P-5: The commenter notes that the Draft EIR fails to identify transportation and circulation impacts as potentially significant and is misleading that the installation of needed improvements is less than significant. The commenter also indicates that the Draft EIR does not identify improvements at the time of occupancy, future improvements, and when improvements will be required to be implemented. The commenter further notes that, historically, El Dorado Hills has seen projects approved with improvements delayed for decades.

The Draft EIR identifies potentially significant impacts associated with transportation and circulation under Impact 3.11-1. Specifically, impacts associated with Intersection #2 (Green Valley Road at El Dorado Hills Boulevard/Salmon Falls Road), Intersection #4 (Green Valley Road/Loch Way), and Intersection #5 (Green Valley Road at the Malcolm Dixon Cuotff Road (formerly referred to as Chartraw Road)) are identified as potentially significant on page 3.11-19. Mitigation measures to address these impacts are identified and addressed on page 3.11-19 as well, with a discussion of the level of improvement associated with each measure that demonstrates the mitigation measure's ability to reduce the potential impact to less than significant. The commenter's concerns regarding specific traffic impacts and mitigation measures are addressed in the subsequent responses below.

While the commenter indicates concerns regarding the timing of the mitigation measure and that improvements are delayed for decades, the Draft EIR includes specific mitigation measure language in order to ensure that each mitigation measure is implemented prior to or concurrent with a potentially significant impact (e.g., prior to approval of Improvement Plans, prior to Grading Plan approval, during construction activities, etc.) to ensure that impacts are reduced to less than significant. See Chapter ES, Executive Summary, of the Draft EIR. The timing of the improvements or mitigations varies from measure to measure. For example, the air quality mitigation measures would be implemented during construction. Concurrent with any project approvals, the County would adopt the MMRP for the project, which will identify the responsible parties for implementation, monitoring, and enforcement, consistent with the requirements of CEQA Guidelines Section 15097. The MMRP is included in Chapter 4.0 of this Final EIR.

Response P-6: The commenter notes that the EIR fails to identify the geometrics of the two-way turn lane and that the length of the turn lane should be identified. Further, the commenter also notes that the timing of the two-way turn lane should be identified.

The commenter is referred to Response P-2 regarding the designing of the turn lane.

The commenter indicates that the timing of the improvement is undefined. Mitigation Measure 3.11-2 (see below) identifies specific timing for the improvement and expressly requires that the improvement be in place prior to prior to the start of development of the subdivision phase that includes the 11th single family residence, which is the residence that would trigger the impact (Kimley Horn, 2019).

> ***Mitigation Measure 3.11-2:*** *Prior to ~~approval of Improvement Plans~~ the start of construction of residential units (e.g. issuance of building permits) associated with the tentative subdivision map phase containing the 11th single family residence, the project proponent shall construct a two-way left-turn lane ~~shall be construction~~ along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. This improvement shall be reflected on the Improvement Plans, subject to review by the County ~~Planning~~ Department of Transportation. The project shall cause plans to be prepared, subject to review and approval by the County Engineer, and enter into a Road Improvement Agreement with County for such work.*
>
> *Implementation of this measure shall comply with all applicable mitigation measures for construction and ground-disturbing activities, including but not limited to Mitigation Measure 3.3-7, Mitigation Measures 3.2-2, 3.2-3, and 3.2-4, Mitigation Measures 3.3-4, 3.3-5, and Mitigation Measure 3.3-7, and Mitigation*

Measure 3.3-11, and shall be consistent with the County's Design and Improvements Standards Manual and the Drainage Manual standards.

Response P-7: The commenter states that the County does not own the right-of-way required for Mitigation Measure 3.11-2. The commenter further notes that acquiring the right-of-way may require eminent domain, and the EIR fails to consider how these improvements will be implemented. The improvement would require approximately 6 feet of widening along Green Valley Road on the north and south sides of the roadway, as previously described. Eminent domain is not anticipated for this improvement as the widening would be completed within the County's existing Green Valley Road right-of-way and the existing paved portion of Loch Way. As previously described, this improvement would be required to be funded prior to the prior to the start of development of the subdivision phase that includes the 11th single family residence.

Response P-8: The commenter states that, in order to build the two-way turn lane required for Mitigation Measure 3.11-2, the Sterlingshire water feature would have to be relocated and property taken, given or purchased from the HOA. The commenter also states that the EIR fails to provide or address minimum design, right of way and operational needs for this improvement. Relocation of the water feature would not be required for this improvement as the widening would be completed within the existing Green Valley Road right-of-way and the existing portion of Loch Way, as previously discussed. The commenter is referred to Figure 2.0-1 for the preliminary design of the two-way left-turn lane for the Loch Way/Green Valley Road intersection. A retaining wall is not anticipated; as shown in Figure 2.0-1 the north side of the road would be graded to provide a 2:1 slope, which is consistent with County design standards.

Response P-9: The commenter notes that, with respect to Mitigation Measure 3.11-1, the EIR does not provide a timeframe for when traffic improvements will be required. This improvement has been constructed and the mitigation measure ensures that the project will fund its fair-share of the improvement.

Response P-10: The commenter expresses previous concerns about the two-way left turn improvement, including timing, design, drainage, widening, and costs. The commenter also requests that the County condition projects prior to approval.

Mitigation Measure 3.11-2 requires the project developer to complete improvements at Loch Way prior to the start of development of the subdivision phase that includes the 11th single family residence, as stated previously (see Response P-2 for Mitigation Measure 3.11-2, as revised by the Final EIR). The improvement plans would reflect this improvement, and would not be approved without this improvement reflected. The project developer would fund and construct this improvement would be provided and constructed by the project developer. Construction of the phase including the 11th single family residence would not commence until the improvement was in place; this timing ensures that the improvement will be in place prior to occupancy of the 11th single family home which is the trigger for this mitigation measure (Kimley Horn, 2019).

This mitigation measure would be required by the MMRP, which must be adopted in conjunction with the project (see Chapter 4.0 for the MMRP). The timing of the measure would not be conditioned after project approval. The County or its taxpayers would not fund this improvement.

As previously described for Response P-2, the improvement would require six feet of widening along Green Valley Road (i.e., six feet on the north side of the roadway and six feet on the south side of the roadway), as previously described. No modification to the Sterlingshire entrance is proposed.

No retaining wall is anticipated for the improvement. The existing drainage pattern would be generally maintained and drainage improvements would be constructed to the County road and storm drainage standards, which require no increase in off-site runoff. Drainage improvements associated with Mitigation Measure 3.11-2 would include extension of two existing culverts, one to the east of Loch Way and one to the west of Loch Way, a 6-foot shoulder on the north side of Green Valley Road with an asphalt concrete dike and associated grading of the adjacent slope to ensure a maximum 2:1 slope, and construction of an asphalt concrete dike on the south side of Green Valley Road; these improvements would occur entirely within the existing Green Valley Road right-of-way, as shown in Figure 2.0-1.

Response P-11: The commenter opines that Mitigation Measure 3.11-3 is a fatal flaw of the Draft EIR. The commenter believes changes associated with the mitigation that do not implement a two-way turn lane, widening of Green Valley Road for a significant length to accommodate transitions, modify the Sterlingshire entrance, major drainage work, fill, and retaining walls to achieve widening, signing, and striping would result in unsafe conditions.

As discussed under Response P-2, Mitigation Measure 3.11-3 would require a median curb along Green Valley Road or a median island along the Chartraw Road approach. A refuge lane for Malcolm Dixon Cutoff Road traffic entering Green Valley Road in the eastbound direction was considered, but not included in the mitigation measure. As described under Response P-2, the improvement would occur entirely within the existing roadway prism and is not anticipated to impact areas outside of the County's right-of-way.

Mitigation Measure 3.11-3 requires the project proponent to fund improvements that restrict the southbound left-turn movement at the Green Valley Road at the Malcolm Dixon Cutoff Road (Chartraw Road) intersection prior to the start of development of the subdivision phase that includes the 9th single family residence. The improvement would be added to the County's Capital Improvements Program and the improvement would be required to be constructed at such time that the intersection triggers the following delays: 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound). This timing represents future conditions prior to the impact that would occur in association with the project as shown in Draft

EIR Table 3.11-8. Construction of the subdivision phase that includes the 9th single family residence would not commence until the improvement was funded. The mitigation measure includes timing that ensures that the improvement will be in place prior to the LOS that would trigger the impact associated with the project (Kimley Horn, 2019). This mitigation measure would be required by the MMRP, which must be adopted in conjunction with the project (see Chapter 4.0 for the MMRP). The timing of the measure would not be conditioned after project approval. The County or its taxpayers would not fund this improvement.

Response P-12: The commenter questions when the improvements required by Mitigation Measures 3.11-2 and 3.11-3 will be constructed. The commenter is referred to Responses P-10 and P-11 for the timing of the improvements.

The commenter also notes that the Draft EIR fails to acknowledge the design criteria flaws, including site distance and the posted speed limit. It is assumed that this comment is in reference to the Green Valley Road intersection improvements associated with Mitigation Measures 3.11-2 and 3.11-3, rather than the project access points which are on low-volume, low-speed roads and are not anticipated to have any sight distance issues as access will be designed per El Dorado County Guidelines. The Final Corridor Analysis Report Green Valley Road, prepared for El Dorado County by Kittelson & Associates in October 2014, evaluated a range of traffic issues, including traffic speeds and sight distances, along Green Valley Road from the County line on the west and Lotus Road to the east. For the Green Valley Road and Loch Way intersection, the study recommended consideration of widening Green Valley Road approaches to the intersection which would also improve sight distance, trimming and maintaining vegetation to improve intersection sight distance, widening Green Valley Road to provide back-to-back-left turn lanes, and a range of traffic calming strategies. The corridor study observed that along Segment 5b, which includes the extent where the Green Valley Road/Malcolm Dixon Connector Road intersection is located, observed speeds were nearly 9 miles per hour higher than the prima facie speed of 55 miles per hour and that the clearance zone (e.g., the unobstructed, traversable areas provided beyond the edge of the through traveled lane) beyond the shoulders is generally not present on both sides of the road and is occupied with vegetation recommended consideration of installation of speed limit signs, placement of speed trailers at 3-6 month intervals, increased speed enforcement along this segment, upgrade of existing shoulders to 8-foot wide shoulders, and construction of a Class II bike lane along the segment.

The design of the intersection improvements for Mitigation Measures 3.11-2 and 3.11-3 is subject to review of El Dorado County, including consideration of the design's consistency with the County's roadway standards as well as the potential for the improvements to implement appropriate recommendations from the Final Corridor Analysis Report. It is noted that sight distance measurements are not based on volume of vehicles, but rather the speed of vehicles on the main roadway and the number of

lanes a vehicle has to cross when making a turn. The proposed refuge for vehicles turning southbound left associated with Mitigation Measure 3.11-2 would allow for a two-stage turn and increase safety as fewer lanes would have to be crossed when performing the turn. The improvements in the road median associated with Mitigation Measures 3.11-2 and 3.11-3 are consistent with the recommendation of the Final Corridor Analysis Report Green Valley Road, which recommends considering traffic calming strategies in the center island including pavement markings and rumble strips or minor road approach splitter islands. In addition to mitigating impacts associated with the project, the improvements associated with Mitigation Measures 3.11-2 and 3.11-3 would have the added benefit of increasing the visibility of the intersections and improving traffic control compliance in these locations, which the Final Corridor Analysis Report Green Valley Road indicates could potentially reduce crashes.

Response P-13: The commenter notes that the EIR fails to acknowledge and identify significant impacts at study intersections. The commenter further states that a determination of less than significant can be shown to be incorrect for the cumulative approved projects that have to be considered.

As confirmed by a representative of the County, the proposed project is located in Traffic Analysis Zone (TAZ) 211 and "complies with the General Plan land use designation. Therefore, a cumulative year conditions analysis is not required." While the project is consistent with the General Plan, a detailed review of the project's traffic impacts was conducted, including review of the project's impact on existing conditions and the project's impact on future conditions, which include approved projects. This level of service (LOS) analysis was conducted for the study facilities for the following scenarios:

- Existing (2015) Conditions
- Existing (2015) Plus Proposed Project Conditions
- Future (2025) Conditions
- Future (2025) Plus Proposed Project Conditions

For the Future (2025) Condition, background traffic estimates were developed based on the results of analysis completed using a version of the El Dorado County Travel Demand Model (TDM) prepared specifically for this scenario. Based on the availability of model data and as directed by the County, traffic volume estimates for the Near-Term (2025) Condition were determined by interpolating selected El Dorado County TDM 2010 and 2035 analysis results. Specifically, these volumes were achieved by estimating turning movements using 2010 and 2035 land use scenarios and then conducting a straight-line analysis to establish year 2025 turning movement estimates. The difference between the resulting 2025 traffic estimate and the 2010 model results (the growth) was then added to Existing (2015) traffic volumes to establish base Near-Term (2025) traffic estimates for this study. These volumes were further refined based on the results of other relevant model scenarios prepared during the course of this

study to reflect differences between 2035 and 2025 network conditions, including the provision of a 2-lane Saratoga Way extension between Iron Point Road and Finders Way, and the US-50 interchange with Silva Valley Parkway (Phase 1), both as provided in the County's 10- Year CIP. Adjustment factors were developed based on draft Central El Dorado Hills Specific Plan intersection turning movement estimates provided by the County.

While the commenter indicates that the analysis doesn't address future approved projects, the commenter doesn't specify which projects have not been addressed for the future condition. The following developments were included in the 2035 EDC TDM:

- Bass Lake Hills Specific Plan
- Carson Creek Specific Plan
- Dixon Ranch
- Promontory
- Ridgeview
- San Stino Residential
- Serrano
- Valley View Specific Plan
- Central El Dorado Hills Specific Plan
- Village of Marble Valley Specific Plan
- Lime Rock Specific Plan
- Spanos Apartments
- La Canada
- Alto
- Malcolm Dixon Road Estates
- Wilson Estates

Impacts associated with study intersections are analyzed in Section 3.11, Transportation and Circulation, of the Draft EIR, which addresses impacts to both existing and future conditions, as described below. Impacts to study intersections were determined to be less than significant, or less than significant with implementation of the mitigation measures included in Section 3.11, as discussed under Impact 3.11-1.

Impact 4.13 references Section 3.11, which addresses the project's impact on future traffic conditions in greater detail than Impact 4.13. While the project's impacts on study intersections under future conditions are addressed in greater detail under Impact 3.11-1, the impacts are summarized under Impact 4.13. Impact 4.13 has been revised as shown below to provide greater detail to clearly identify the project's contribution to impacts under future conditions. It is noted that the additional detail is information contained in Section 3.11 of the Draft EIR and has been incorporated into Impact 4.13 to provide a more detailed description of cumulative traffic impacts.

"Impact 4.13: Under future conditions, the proposed project would result in less than cumulatively considerable impacts at study intersections.

As described in Section 3.11, Transportation and Circulation, the project would result in three potentially significant impacts. Impacts associated with the project under future conditions are shown in Table 4-1. This table reflects future conditions that include approved and planned development, including

- Bass Lake Hills Specific Plan
- Carson Creek Specific Plan
- Dixon Ranch
- Promontory
- Ridgeview
- San Stino Residential
- Serrano
- Valley View Specific Plan
- Central El Dorado Hills Specific Plan
- Village of Marble Valley Specific Plan
- Lime Rock Specific Plan
- Spanos Apartments
- La Canada
- Alto
- Malcolm Dixon Road Estates
- Wilson Estates

TABLE 4-1: INTERSECTION OPERATIONS – FUTURE (2025) PLUS PROJECT CONDITION

INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	FUTURE (2025)		FUTURE (2025) PLUS PROJECT	
			DELAY (SEC)	LOS	DELAY (SEC)	LOS
1. Green Valley Rd. @ Francisco Dr.	Signal	AM	35.4	D	35.7	D
		PM	59.1	E	59.6	E
2. Green Valley Rd. @ El Dorado Hills Blvd. / Salmon Falls Rd.	Signal	AM	**98.7**	**F**	**102.2**	**F**
		PM	**98.9**	**F**	**105.2**	**F**
3. Green Valley Rd. @ Silva Valley Pkwy. / Allegheny Rd.	Signal	AM	32.3	C	33.6	C
		PM	31.4	C	33.2	C
4. Green Valley Rd. @ Loch Wy.	SSSC*	AM	1.5 (43.6 NB)	E	1.6 (46.6 NB)	E
		PM	**1.0 (50.4 NB)**	**F**	**1.1 (54.7 NB)**	**F**
5. Green Valley Rd. @ Wilson Connector (Chartraw Rd.)	SSSC*	AM	2.8 (48.3 SB)	E	**3.7 (54.1 SB)**	**F**
		PM	1.5 **(71.2 SB)**	**F**	2.1 **(93.8 SB)**	**F**
6. Green Valley Rd. @ Malcolm Dixon Rd.	SSSC*	AM	0.4 (22.7 SB)	C	0.4 (22.9 SB)	C
		PM	0.1 (12.4 SB)	B	0.1 (12.5 SB)	B
7. Malcolm Dixon Rd. (North) @ Chartraw Rd.	SSSC*	AM	2.0 (7.3 WB)	A	1.8 (7.3 WB)	A
		PM	1.2 (7.4 WB)	A	1.1 (7.4 WB)	A
8. Malcolm Dixon Rd. (South) @ Chartraw Rd.	SSSC*	AM	3.5 (8.9 EB)	A	4.1 (9.1 EB)	A
		PM	2.9 (8.7 EB)	A	3.6 (8.8 EB)	A
9. Malcolm Dixon Rd. @ Allegheny Rd.	SSSC*	AM	6.2 (9.5 NB)	A	6.2 (9.5 NB)	A
		PM	6.1 (9.2 NB)	A	6.1 (9.2 NB)	A

10. Malcolm Dixon Rd. @ Salmon Falls Rd.	SSSC*	AM	1.5 (10.4 WB)	B	1.5 (10.4 WB)	B
		PM	1.2 (11.6 WB)	B	1.2 (11.6 WB)	B
11. Silva Valley Pkwy. @ Appian Wy.	AWSC	AM	22.8	C	23.3	C
		PM	24.3	C	25.0	C
12. Silva Valley Pkwy. @ Harvard Wy.	Signal	AM	57.4	E	59.5	E
		PM	54.2	D	54.3	D
13. Silva Valley Pkwy. @ Golden Eagle Lane / Walker Park Dr.	AWSC	AM	48.4	E	48.6	E
		PM	24.3	C	24.6	C
14. Malcolm Dixon Rd. @ Wilson Estates / Project Driveway	SSSC*	AM	3.0 (8.5 NB)	A	4.1 (9.3 NB)	A
		PM	3.3 (8.4 NB)	A	3.4 (9.3 NB)	A

*NOTES: **BOLD** INDICATES UNACCEPTABLE OPERATIONS. SHADED REPRESENTS SIGNIFICANT IMPACT. * SIDE STREET STOP CONTROL (SSSC) INTERSECTIONS ARE REPORTED WITH THE INTERSECTION DELAY FOLLOWED BY THE WORST MOVEMENT'S DELAY. THE REPORTED LOS CORRESPONDS TO THE WORST MOVEMENT.*
SOURCE: KIMLEY-HORN, 2016.

U~~u~~nder the 2025 Future Plus Project condition, the majority of study intersections would not be adversely affected as shown in Table 4-1. However, addition of the proposed project traffic would result in three potentially significant impacts, as defined by the County:

- Intersection #2, Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road: As shown in Table 3.11-11 in Section 3.11, this intersection operates at level of service (LOS) F during the AM and PM peak hours without the project. The project would contribute more than 10 peak hour trips to the intersection during the peak hours.

- Intersection #4, Green Valley Road @ Loch Way: As shown in Table 3.11-11 in Section 3.11, this intersection operates at LOS F during the PM peak hour without the project. The project would contribute more than 10 peak hour trips to the intersection during the PM peak hour.

- Intersection #5, Green Valley Road @ Chartraw Road: As shown in Table 3.11-11 in Section 3.11, this intersection operates at LOS E during the AM peak hour without the project, and at LOS F with the addition of the proposed project. During the PM peak, the intersection operates at LOS F, and the project would contribute more than 10 peak hour trips to the intersection during the PM peak hour.

Mitigation Measures 3.11-1 through 3.11-3 in Section 3.11 are required in order to improve intersection operations at the three aforementioned study intersections. The resulting intersection operations with implementation of these mitigation measures are summarized in Table 3.11-9~~12~~ in Section 3.11. As shown in Table 3.11-12, with implementation of Mitigation Measure 3.11-1, the Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road intersection would operate at LOS E during the AM peak hour and LOS C during the PM peak hour. As shown in Table 3.11-9~~12~~, with implementation of Mitigation Measure 3.11-2, the Green Valley Road @ Loch Way intersection would operate at LOS C during

the PM peak hour. As shown in Table 3.11-12, with implementation of Mitigation Measure 3.11-3, the Green Valley Road @ Chartraw Road intersection would operate at LOS D or better during the AM and PM peak hours. No other intersections would be adversely affected by the reroute required by Mitigation Measure 3.11-3. As the project's contribution to cumulative traffic levels would be mitigated to an acceptable level, as described above, and as the project would not result in unacceptable vehicle queuing under future conditions, the project would have ~~This is a~~ ***less than cumulatively considerable*** ~~impact~~ contribution to cumulative traffic and circulation impacts."

Response P-14: Referencing Impact 4.14, the commenter states that the EIR fails to acknowledge and identify significant impacts at roadway segments. The commenter also states that the Draft EIR fails in its determination of less than significant, as shown to be incorrect for the near term plus project condition. The commenter's subsequent comments regarding specific impact statements associated with Existing Plus Project conditions are addressed under Responses P-15 and P-16.

Impact 4.14 references Section 3.11, which addresses the project's impact on future traffic conditions in greater detail than Impact 4.13. While the project's impacts on roadway segments under future conditions are addressed in greater detail under Impact 3.11-2, the impacts are summarized under Impact 4.14. Impact 4.14 has been revised as shown below to provide greater detail to clearly identify the project's contribution to impacts under future conditions. It is noted that the additional detail is information contained in Section 3.11 of the Draft EIR and has been incorporated into Impact 4.14 to provide a more detailed description of cumulative traffic impacts.

> ***"Impact 4.14: Under future conditions, the proposed project would not result in significant impacts at study roadway segments (Less Than Cumulatively Considerable)***
> As described in Section 3.11, Transportation and Circulation, the project would have a less than significant impact under Future plus Project conditions. Table 4-2~~3.11-13~~ provides the roadway segment operating conditions for the 2025 Plus Project condition.

TABLE 4-2: ROADWAY SEGMENT OPERATIONS – FUTURE (2025) PLUS PROJECT CONDITION

SEGMENT	CLASS	PEAK HOUR	DIRECTION	FUTURE (2025)			FUTURE (2025) PLUS PROJECT		
				VOLUME	LOS	PTSF / PFFS (%)	VOLUME	LOS	PTSF / PFFS (%)
Green Valley Rd. (between Francisco Dr. and El Dorado Hills Blvd. / Salmon Falls Rd.)	II	AM	WB	1,100	E	91.8	1,111	E	92.9
			EB	460	C	65.2	464	C	65.4
		PM	WB	810	D	83.8	817	D	83.8
			EB	1,130	E	91.8	1,145	E	92.0
Green Valley Rd. (between El Dorado Hills Boulevard / Salmon Falls	II	AM	WB	620	E	91.2	1,109	E	91.9
			EB	1,090	D	75.5	627	D	75.6
		PM	WB	850	D	84.9	861	D	85.0

Rd. and Silva Valley Pkwy.)			EB	1,190	E	92.3	1,209	E	92.9
Green Valley Rd. (between Silva Valley Pkwy. and Wilson Connector ([Chartraw Rd.])	II	AM	WB	1,010	E	90.3	1,033	E	91.4
			EB	440	C	62.9	449	C	64.1
		PM	WB	620	D	75.0	634	D	76.0
			EB	1,010	E	89.9	1,034	E	90.6
El Dorado Hills Blvd. (between Francisco Dr. and Governor Dr.)	III	AM	NB	515	D	72.4	517	D	72.3
			SB	967	D	70.5	973	D	70.3
		PM	NB	807	D	72.1	809	D	72.0
			SB	630	D	72.9	633	D	72.8
Silva Valley Pkwy. (between Green Valley Rd. and Appian Wy.)	III	AM	NB	370	C	81.2	372	C	81.1
			SB	440	C	80.5	444	C	80.4
		PM	NB	460	C	80.0	465	C	79.9
			SB	390	C	80.7	393	C	80.6
Silva Valley Pkwy. (between Appian Way and Harvard Wy.)	III	AM	NB	320	C	79.8	321	C	79.7
			SB	680	C	76.6	684	C	76.5
		PM	NB	560	C	78.5	564	C	78.4
			SB	360	C	80.4	363	C	80.3

NOTES: PTSF = PERCENT TIME SPENT FOLLOWING; PFFS = PERCENT FREE-FLOW SPEED, V/C CAPACITY. PTSF IS REPORTED FOR CLASS II HIGHWAYS. PFFS IS REPORTED FOR CLASS III HIGHWAYS.
SOURCE: KIMLEY-HORN, 2016.

As shown in Table 4-2~~3. 11-13 in Section 3.11~~, the study roadway segments operate from LOS C to LOS E. Under the 2025 Plus Project condition, the addition of project traffic would not result in unacceptable LOS conditions (i.e., LOS E for Community Region and LOS D for Rural Region) at any of the study roadway segments. This is a ***less than cumulatively considerable*** impact."

Response P-15: Referencing Impact 3.11-2, the commenter states that the Draft EIR fails to demonstrate that the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system for roadway segments. The commoner states that the EIR does not identify the existing policies and ordinances for performance of the circulation system. The commenter also states that the EIR discusses limited improvements with simplified statements but does not disclose the significant elements of all phases of planning, construction, and operation of the project.

Existing transportation polices, laws, and regulations that would apply to the proposed project are summarized in subsection 3.11.2, Regulatory Setting, on pages 3.11-8 through 3.11-13 of Section 3.11 of the Draft EIR. This discussion is followed by subsection 3.11.3, Thresholds of Significance, which describes the thresholds or criteria that determine whether the project causes a significant impact on the roadway, bicycle, pedestrian, rail, and/or transit systems and identifies specific policies that establish measures of effectiveness or thresholds for the County's circulation system; see pages 3.11-13 through 3.11-15 of the Draft EIR. As discussed on page 3.11-14, the majority of the study facilities are located within the El Dorado Hills Community Region (LOS E

threshold). Four study intersections (Intersections #6 through #8 and #14) are located along the El Dorado Hills Community Region Boundary and are, therefore, considered to be located within a Rural Region (LOS D threshold). Impact 3.11-2 relies on this performance measure when evaluating impacts to roadway segments.

It is noted that the project would have a less than significant impact associated with roadway segment operations, as discussed under Impact 3.11-2 on pages 3.11-23 through 3.11-25 of the Draft EIR and that no improvements are identified in association with roadway segment impacts. The commenter's concerns regarding improvements associated with impacts to the Green Valley Road/Loch Way and Green Valley Road/Malcolm Dixon Cutoff Road impacts are addressed in previous responses to this comment letter.

Response P-16: The commenter notes that the EIR fails to identify the required pedestrian and bicycle facilities that would be required as part of ADA and Complete Streets. The commenter notes that projects in El Dorado Hills have historically omitted pedestrian and bicycle improvements and in doing so encouraged unsafe routes for pedestrians especially children riding bicycles and walking. The commenter further notes that the project has a high potential to attract pedestrian and bicycle circulation both from the residential development to locations such as the retail and schools to the west as well as from off site to the trails stated to be improved within the development.

Impact 3.11-3 in Section 3.11 of the Draft EIR discussed conflicts with adopted policies, plans, or programs regarding bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The County's Development Standards and Guidelines for Rural Regions and Rural Centers do not require construction of sidewalks or bike lanes. The project would provide frontage improvements to Malcolm Dixon Road in accordance with County roadway standards. Internal roadways would with widths of 26 feet and are consistent with the County's standards. A variety of pedestrian circulation amenities would be included in the project, including a series of multi-use trails within the project site. These trails could provide future pedestrian and bicycle connections to Malcolm Dixon Road (as part of the proposed project) and Salmon Falls Road in the future (associated with the La Canada development). As such, the project would provide adequate pedestrian and bicycle facilities, and would not conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities. The commenter is referred to Responses D-3, D-5, and D-6 for additional details regarding bicycle and pedestrian facilities.

Response P-17: The commenter states that the EIR does not include an analysis of the approvals required by the Trustee Agencies. The California Department of Fish and Wildlife (CDFW) and U.S. Army Corps of Engineers (USACE) approvals are discussed in Section 3.3, Biological Resources, of the Draft EIR. As discussed on page 3.3-40 of Section 3.3, the project site contains approximately 1.57 acres of "other waters of the U.S." While some are altered or created (pond), all of the mapped wetlands are self-sustaining and persistent even in drought conditions. Activities that affect these areas would require a

permit from the regulatory agencies (USACE - Section 404, RWQCB – Section 401, CDFW – Section 1602). Compliance with these regulations is required by Mitigation Measure 3.3-7.

Discussion of the Central Valley Regional Water Quality Control Board's rules and regulations is included in Section 3.5, Geology and Soils, and Section 3.8, Hydrology and Water Quality, Air Quality, of the EIR. The Stormwater Pollution Prevention Plan (SWPPP) would be reviewed by the Central Valley Regional Water Quality Control Board. This requirement is included in Mitigation Measure 3.5-1 of the Draft EIR. Discussion of the El Dorado County Air Quality Management District's (AQMD's) rules and regulations is included in Section 3.2, Air Quality, of the EIR. See pages 3.2-10 and 3.2-11. Adherence to the El Dorado County AQMD's recommended measures and best management practices is required by Mitigation Measure 3.2-1. Proposed project construction activities would comply with the fugitive dust mitigation measures contained in *CEQA Guide to Air Quality Assessment, Determining Significance of Air Quality Impacts Under the California Environmental Quality Act* (El Dorado County AQMD, 2002).

Response P-18: The commenter states that the EIR fails to prove that groundwater supply and recharge would not be substantially affected. The commenter also notes that the septic system could degrade groundwater and must be thoroughly analyzed.

Impacts associated with wastewater are addressed in Section 3.12, Utilities, of the Draft EIR. Because the project site is outside of the El Dorado Hills Community Region boundary, the project is not required to use EID sewer services. As noted on pages 3.12-15 and 3.12-16, the El Dorado County Environmental Management Department (EMD) is charged with managing the siting of on-site water treatment systems (OWTS), consistent with the requirements of the approved Local Area Management Program (LAMP). Specifically, EMD reviews proposals and criteria for septic system designs and inspects construction of new septic systems and repair of existing systems to determine conformance with applicable codes. EMD also manages the proper disposal of liquid waste collected from licensed haulers through a permit issuance and inspection process. Compliance with the County's LAMP and associated rules and regulations discussed in Chapter 3.5, Geology and Soils, under Impact 3.5-5 would ensure that the project does not exceed the wastewater treatment requirements established by the OWTS Policy and enforced by the Central California Regional Water Quality Control Board Central Valley Region; the OWTS Policy has been developed to protect water quality and public health. Mitigation Measure 3.5-3 requires that the septic system and leach field would be reviewed and constructed to comply with all applicable requirements of the El Dorado County Environmental Management Department, which provides standards for the site evaluation, design, inspections, and permitting of sewage disposal systems, as well as County regulations addressing septic systems included in Chapter 15.32 of the El Dorado County Code (Private Septic Systems), and Resolution No. 259-99 (Design Standards for the Site Evaluation and Design of Sewage

Disposal Systems). Compliance with these rules and regulations would ensure that the septic system does not result in adverse impacts to water quality, including pollution of groundwater or surface waters, or adverse impacts to public health.

Impacts associated with groundwater recharge are included in Section 3.8 of the Draft EIR. As discussed in Impact 3.8-3, the proposed project is served by El Dorado Irrigation District (EID) for potable and non-potable water needs. As described in the *El Dorado Irrigation District 2015 Urban Water Management Plan*, EID does not utilize groundwater as a supply. As a result, the proposed project would not use groundwater for its water supply needs. EID's existing water supplies include surface water and recycled water. Therefore, proposed project potable and non-potable water usage would not deplete or interfere with groundwater supplies or recharge.

Proposed project components such as roads and residences would result in new impervious surfaces that could reduce rainwater infiltration and groundwater recharge. Infiltration rates vary depending on overlying soil types. In general, sandy and silty soils have higher infiltration rates and can contribute to significant amounts of groundwater recharge; clay soils tend to have lower percolation potentials; and impervious surfaces such as pavement significantly reduce infiltration capacity and increase surface water runoff. The amount of new pavement and the extent to which it affects infiltration depends on the site-specific soil type.

However, the area within El Dorado County containing the project site is largely underlain by bedrock, and groundwater discharges to the surface as seeps, rather than as recharge. Therefore, the net change in groundwater recharge potential due to the development of the proposed project would be limited. In addition, the proposed project would not construct or utilize groundwater resources (such as wells).

Response P-19: The commenter states that the EIR fails to demonstrate through a hydraulic analysis and report that impacts related to the drainage pattern would be less than significant. The commenter further states that, due to watershed and topography, the project has the potential to significantly alter the drainage pattern. See Response P-4.

Response P-20: The commenter states that the EIR fails to address degradation of water quality. The commenter references Mitigation Measures 3.5-1 and 3.3-5. The reference to Mitigation Measure 3.3-5 in the Draft EIR in relation to water quality was a typo. The Draft EIR has been revised to change the reference to Mitigation Measure 3.3-5; the following changes were made to pages 3.8-21 and 3.8-22 of Chapter 3.8 of the Draft EIR:

> "Mitigation Measure 3.5-1 (in Section 3.5, Geology and Soils) requires the use of BMPs that the RWQCB has deemed effective in controlling erosion, sedimentation, runoff during construction activities. Furthermore, Mitigation Measure 3.3-~~7~~5 (in Section 3.3, Biological Resources) would ensure that construction activities would obtain authorization and appropriate permits from

the applicable regulatory agencies prior to any construction activities that would disturb the project site. Mitigation Measure 3.3-8 (in Section 3.3, Biological Resources) would ensure that the project is designed in accordance with Section 130.30.030.G.3.d of the County's Site Planning and Project Design Standards. Mitigation Measure 3.3-9 (in Section 3.3, Biological Resources) would ensure that the private residential use of the property does not impact the nearby wetland.

The use of BMPs are intended to treat runoff close to the source during the construction and long term operational phase of the project reduce stormwater quality impacts. The mitigation measures listed below include existing regulatory requirements. Implementation of Mitigation Measures 3. 5-1, 3.3-7, 3.3-8, and 3.3-9 ~~and 3.3-5~~ would ensure that the proposed project would have a ***less than significant*** impact relative to this topic.

MITIGATION MEASURE(S)

*Implement **Mitigation Measure 3.5-1** (from Section 3.5 Geology and Soils) and **Mitigation Measures 3.3-7~~5~~, 3.3-8, and 3.3-9** (from Section 3.3 Biological Resources)."*

With implementation of Mitigation Measures 3.5-1, 3.3-7, 3.3-8, and 3.3-9, impacts related to alteration of the drainage pattern would be less than significant. See Response P-18 regarding the drainage analysis.

Response P-21: The commenter notes that no project should prevent homeowners from the peaceful enjoyment of their homes on weekends. The commenter also notes that no construction should be permitted on weekends for residential development in the community regions or rural regions. As required by Mitigation Measure 3.9-1 in Section 3.9, Noise and Vibration, of the Draft EIR, noise-generating construction activities would be prohibited on weekends from 5 PM to 8 AM. This is consistent with Section 130.37.020.I. of the County Code, which exempts construction activities from the County's noise standards during daylight hours provided that all construction equipment shall be fitted with factory installed muffling devices and maintained in good working order.

Response P-22: The commenter notes that the EIR must considered increased motorized uses and how to mitigate both for environmental degradation and significant fire hazard. The commenter also questions if the HOA will regulate and enforce the trails for motorcycles, quads, and ATV's. Motorcycles, quads, and ATV's would not be allowed on the project's open space trails; the open space trails are limited to non-motorized transportation.

As discussed in Section 3.7, Hazards and Hazardous Materials, the site is not located within a high or very high Fire Hazard Severity Zone (FHSZ) as indicated by CAL FIRE

FHSZ Maps. According to the FHSZ in State Responsibility Areas map, the project site is designated as "Moderate".

El Dorado Hills is not on the list of recommended communities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones. The site is surrounded by developed land uses and open space land. Existing roadways and residential uses are located to the northwest, west, southwest, south, and southeast, while undeveloped land is located to the north, northeast, and east of the project site. Nearby regional roadways could serve as firebreaks from any potential fires to the east of the site.

A Wildland Fire Safe Plan has been prepared for the project. See Appendix G.1 of the Draft EIR. The purpose of the Plan is to assess the wildfire hazards and risks of the project, and to identify measures to reduce these hazards and risks and protect the native vegetation. The Plan identifies various wildfire mitigation measures, building setback requirements, and other fire safe requirements for the builder, fire department, and property owners to comply with. According to the Plan, the project shall meet all the requirements of the County's Fire Safe Regulations. Additionally, the County General Plan contains numerous policies in order to ensure fire hazards in both wildland and developed areas are minimized (Policies 6.2.1.1, 6.2.1.2, 6.2.2.1, 6.2.2.2, 6.2.3.1, an 6.2.4.1). The project would be required to comply with the County's relevant policies. The commenter is referred to Response A-14 for additional details regarding the Wildland Fire Safe Plan, as well as Mitigation Measure 3.7-4 which has been added to the Draft EIR to ensure implementation of the Wildland Fire Safe Plan.

It is also noted that impacts associated with emergency access are analyzed in Impact 3.11-5 on page 3.11-27 of Chapter 3.11 of the Draft EIR. The El Dorado Hills Fire Department reviewed and approved the proposed site plan, and all proposed project roadways have been sized and designed to meet the Fire Department's requirements. Overall, impacts associated with emergency access would be less than significant.

Response P-23: The commenter notes that the EIR does not show adequate fire flow and infrastructure. The commenter also lists various concerns related to the mitigation measures, proximity to the American River watershed, and the project's location near a major County arterial, Green Valley Road. The commenter then concludes by asking elected officials to consider this development in context of the Community Region in El Dorado Hills and provide for the necessary analysis, mitigations and improvements at occupancy and at defined future phasing that is identified and conditioned in the project.

The project would be required to provide access for fire and emergency medical services to the project site consistent with the El Dorado County General Plan, State Fire Safety Regulations, as adopted by El Dorado County, the California Fire Code, as amended locally, and the County's Design and Improvement Standards Manual. All of the above provisions also require compliance with the El Dorado Hills Fire Department

fire standards including, but not limited to: location of and specifications for fire hydrants; emergency vehicle access including roadway widths and turning radii; fire flow and sprinkler requirements; and defensible space and wildland fire-safe plans. The project has been reviewed by the El Dorado Hills Fire Department, which has indicated their ability to maintain acceptable fire services with implementation of the project, as described under Impact 3.10-2 of the Draft EIR. See Response P-22 regarding the project's Wildland Fire Safe Plan.

The various concerns listed by the commenter have been responded to in detail in Response P-1 through P-22. The commenter's concerns and recommendations are noted for consideration by the County and its decision-makers.

From: **Sandee Merrick** <sandychima@hotmail.com>
Date: Wed, Dec 19, 2018 at 1:19 PM
Subject: Feedback for high density housing in El Dorado Hills
To: evan.mattes@edcgov.us <evan.mattes@edcgov.us>
Cc: michael.merrick@gmail.com <michael.merrick@gmail.com>

Hi Evan,

My name is Sandee Merrick and my husband and I are residents of Sterlingshire HOA off of Green Valley Blvd and Loch in El Dorado Hills.

I am very concerned about the proposed 42 additional homes being discussed for development off of Green Valley/Vineyards. Q-1

Green Valley is already at its limit from a traffic perspective. The left turn onto Loch from Green Valley without a dedicated left hand turn out lane is already dangerous and heavily impacted. How will the additional home development take into account the already crowded surface streets? Is there any proposed widening of Green Valley Blvd? Additional stoplights? If there is no foresight into the impact of the traffic, I am highly opposed to the development. Q-2

Please feel free to respond to this email or call me at 4152038920. Q-3

Thanks for your time,
Sandee and Mike Merrick

Response to Letter Q: Sandee and Mike Merrick, Resident of El Dorado County

Response Q-1: The commenters note that they live in the Sterlingshire development in El Dorado Hills. The commenter expresses concerns about the proposed 42 additional homes proposed by the project. This comment serves as an introduction to the comment letter. This comment is noted. No further response is necessary.

Response Q-2: The commenter notes that Green Valley Road is at its limit from a traffic perspective, and that making a left turn from Loch Way onto Green Valley Road is dangerous and heavily impacted. The commenter questions how the additional homes will take into account the crowded surface streets, and questions if Green Valley Road is proposed for widening or additional stoplights.

Impacts to Green Valley Road are discussed in Section 3.11, Transportation and Circulation, of the Draft EIR under Impacts 3.11-1 and 3.11-2. As described under Impact 3.11-1, the project would result in potentially significant impacts at three locations on Green Valley Road and the developer would be subject to the three mitigation measures related to Green Valley Road, including:

- Mitigation Measure 3.11-1, which requires payment of applicable TIM fees toward the improvement of the Green Valley Road at El Dorado Hills Boulevard/Salmon Falls Road intersection (Capital Improvement Program Project #73151) (it is noted that this improvement has been constructed);

- Mitigation Measure 3.11-2, which requires the project proponent to provide a two-way left turn lane along Green Valley Road at the Loch Way intersection prior to issuance of the building permit for the 11th single family residence; and

- Mitigation Measure 3.11-3, which requires the project proponent to fund improvements that restrict the southbound left-turn movement at the Green Valley Road at the Malcolm Dixon Cutoff Road (Chartraw Road) intersection prior to the start of development of the subdivision phase that includes the 9th single family residence. The improvement would be added to the County's Capital Improvements Program and the improvement would be required to be constructed at such time that the intersection triggers the following delays: 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound). This timing represents future conditions prior to the impact that would occur in association with the project.

As identified above, Mitigation Measure 3.11-2 requires the project to construct a two-way left-turn lane along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. Mitigation Measure 3.11-3 would provide restrict southbound traffic

on the Malcolm Dixon Cutoff Road from turning left (eastbound) onto Green Valley Road.

As discussed under Impact 3.11-1 of the Draft EIR, implementation of Mitigation Measures 3.11-1 through 3.11-3 would reduce the project's impacts to study intersections to less than significant. As described under Impact 3.11-2 of the Draft EIR, the project would result in less than significant impacts to roadway segment operations, so the project is not required to provide mitigation (such as widening Green Valley Road) for impacts associated with roadway segments.

Further, as noted on pages 3.0-2 and 3.2-3, the project site is part of an AOB created by the project applicant, Alto, LLC, Diamante Development, LLC, and Salmon Falls Land & Cattle Company LLC to construct off-site public improvements to improve circulation. The AOB would provide the following public benefits:

- Widening and Reconstruction of portions of Malcolm Dixon Road (frontage of the project site);
- Construction of a new Green Valley Road connection (currently partially complete);
- Improvements to the Malcolm Dixon/Green Valley connector;
- Intersection improvements at Salmon Falls Road;
- Via Veritas (new connection from Malcolm Dixon Road to the approved Alto subdivision).

The AOB improvements were analyzed in the Initial Study/Mitigated Negative Declaration (SCH # 2009022042) approved for La Canada Subdivision by El Dorado County on January 9, 2010 and have been approved by the County.

The project applicant will provide the following AOB improvements:

- Malcolm Dixon Cutoff Road (connection between Malcolm Dixon Road and Green Valley Road; currently partially complete);
- Malcolm Dixon Road Widening (project frontage);
- Modifications to intersection of Green Valley Road at Loch Way;
- Via Veritas from Malcolm Dixon Road to the north border of the project site.

All projects included in the AOB are responsible for the funding of the AOB improvements. The remaining AOB improvements would be constructed by the other AOB participants. The completion of the the Malcolm Dixon Cutoff Road connector to Green Valley Road, required by the AOB, which will provide direct access to Green Valley Road from Malcolm Dixon Road is the more direct, fast, and efficient route to the west. This route will be preferred by the motorist over the Malcolm Dixon Road route. The AOB Malcolm Dixon Cutoff Road connector will also route trips from Arroyo Vista down to Green Valley Road, thereby reducing overall traffic on Malcolm Dixon Road by 29 percent.

The commenter's concerns and recommendations are noted for consideration by the County and its decision-makers.

Response Q-3: This comment is noted. This comment serves as a conclusion to the comment letter. No further response is necessary.

From: **Norma Pekelo** <npklk@sbcglobal.net>
Date: Fri, Dec 21, 2018 at 1:50 PM
Subject: The Vineyards
To: evan.mattes@edcgov.us <evan.mattes@edcgov.us>

Greetings, Evan.

I have two concerns with The Vineyards project: traffic/road conditions and overcrowding at the high school. While The Vineyards is *only* 42 single family residential lots, there will be an increase of cars/drivers on Malcolm Dixon, a two-lane road with two narrow bridges (on either side of Alleghany). The road is so narrow, the bridges aren't even striped. When there is an accident on Highway 50, many get off Highway 50 and the traffic on Green Valley Road increases. What improvements will be made at the intersection of Malcolm Dixon and Green Valley Roads? My fear is that this intersection will become dangerous like Loch Way @ Green Valley Road. R-1

With an already overcrowded high school, The Vineyards (in addition to the recent development off of Pamela Street), is likely to add more students to Oak Ridge High School. What high school improvements can be made to accommodate more students? R-2

Kind regards,

Norma Pekelo

Response to Letter R: Norma Pekelo, Resident of El Dorado County

Response R-1: The commenter states that there will be an increase of cars on Malcolm Dixon Road, which is a two lane road with two narrow bridges. The commenter also questions what improvements will be made at the Malcolm Dixon Road and Green Valley Road intersections.

The project would increase traffic on the study area roadways described in Section 3.11, Transportation and Circulation, of the Draft EIR, including Malcolm Dixon Road. As described on page 3.11-15, the project would result in the addition of 474 daily trips, 39 of which would occur during the AM peak hour, and 48 of which would occur during the PM peak hour. These trips would be distributed to the various roadways in the project area. The existing and future trip distribution is shown in Figures 3.11-3 and 3.11-4, respectively.

However, as noted on pages 2.0-2 and 2.0-3, the project site is part of an AOB created by the project applicant, Alto, LLC, Diamante Development, LLC, and Salmon Falls Land & Cattle Company LLC to construct off-site public improvements to improve circulation. As discussed under Response Q-2, would include construction of the Malcolm Dixon Connector Road which would reduce traffic on Malcolm Dixon Road by 29 percent. The Malcolm Dixon Cutoff Road would be constructed by the project applicant, as well as other improvements described previously under Response Q-2.

Table 3.11-7 compares Future (2025) traffic conditions, which includes traffic from approved and planned projects and approved improvements, to Future Plus Project Conditions. As shown in Tables 3.11-7 and 3.11-8, addition of project traffic would not result in a significant impact at the Green Valley Road/Malcolm Dixon Road intersection and, as shown in Table 3.11-9, future mitigated conditions at Green Valley Road would remain at an acceptable LOS (LOS D).

As described under Impact 3.11-1, the project would result in potentially significant impacts at three locations on Green Valley Road and the developer would be subject to the three mitigation measures related to Green Valley Road, including:

- Mitigation Measure 3.11-1, which requires payment of applicable TIM fees toward the improvement of the Green Valley Road at El Dorado Hills Boulevard/Salmon Falls Road intersection (Capital Improvement Program Project #73151) (it is noted that this improvement has been constructed);
- Mitigation Measure 3.11-2, which requires the project proponent to provide a two-way left turn lane along Green Valley Road at the Loch Way intersection prior to issuance of the building permit for the 11th single family residence; and
- Mitigation Measure 3.11-3, which requires the project proponent to fund improvements that restrict the southbound left-turn movement at the Green Valley Road at the Malcolm Dixon Cutoff Road (Chartraw Road) intersection

prior to the start of development of the subdivision phase that includes the 9th single family residence. The improvement would be added to the County's Capital Improvements Program and the improvement would be required to be constructed at such time that the intersection triggers the following delays: 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound). This timing represents future conditions prior to the impact that would occur in association with the project.

As identified above, Mitigation Measure 3.11-2 requires the project to construct a two-way left-turn lane along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. Mitigation Measure 3.11-3 would provide restrict southbound traffic on the Malcolm Dixon Cutoff Road from turning left (eastbound) onto Green Valley Road.

As discussed under Impact 3.11-1 of the Draft EIR, implementation of Mitigation Measures 3.11-1 through 3.11-3 would reduce the project's impacts to study intersections to less than significant. As described under Impact 3.11-2 of the Draft EIR, the project would result in less than significant impacts to roadway segment operations, so the project is not required to provide mitigation (such as widening Green Valley Road) for impacts associated with roadway segments.

The commenter's concerns are noted for consideration by the County and its decision-makers.

Response R-2: The commenter notes that the addition of students from the project would add more students to Oak Ridge High School, which is already overcrowded. The commenter also questions what improvements can be made at the High School to accommodate more students. Impacts to school facilities are discussed in Section 3.10, Public Services, of the Draft EIR. As discussed on page 3.10-3, the project site is located within the Oak Ridge High School Attendance Area. As described in the El Dorado Union High School District Facilities Master Plan, the current District yield rate used is 0.177 students per home, thus the proposed project could be expected to yield approximately 7 additional students.

As discussed on page 3.10-12 of the Draft EIR, Oak Ridge High School's normal capacity is 2,405 students, with a temporary capacity of 2,515 (through existing onsite portable structures). Oak Ridge High School's 2016– 2017 student population was 2,429 (CDE Enrollment Report 2016-17). According to the districts 2014 Master Plan, enrollment is expected to increase slightly for the next 4 years and then decline to just over 2,100 students by 2023–2024 (SchoolWorks 2014). The proposed project would not result in exceedance of the capacity of Oak Ridge High School. As such, improvements to

accommodate the seven students resulting from project development are not warranted or required.

The commenter's concerns are noted for consideration by the County and its decision-makers.

From: **Alfred Wright** <alfredw.wright@sbcglobal.net>
Date: Wed, Jan 9, 2019 at 11:52 AM
Subject: Comments for the Vinyards at El Dorado Hills, Draft EIR
To: evan.mattes@edcgov.us <evan.mattes@edcgov.us>
Cc: Janet Cross <jcross933@comcast.net>, Bob Gilmore <rgilmore30@comcast.net>, Erin McCoy <erinmccoy80@hotmail.com>, Sandee Merrick <sandychima@hotmail.com>

My wife and I live in Sterlingshire in El Dorado Hills. We moved to our home 26 years ago. since that time we have seen remarkable growth in the hills, including along the Green Valley road corridor. Hundreds of homes(maybe more) have been built in this time, many access there home by Green Valley Road. There has been NO improvement on this road in this time. Traffic increase has been significant. We access our home via Loch Way and Green Valley Road. It's often scary sitting on Green Valley waiting for a hole in the traffic to turn onto loch Way. S-1
The cumlative impact of of all the developments on traffic has reached a critical point and now puts our safety at risk. Try sitting on Green Valley in Your Car, waiting for traffic to pass, watching the rear view mirror waiting for a car going 60 miles an hour to smatch into us. Not fun.

I have read the Draft EIR for the project. As I understand the document, mitigation includes turn lanes for access on and off Green Valley to Loch Way. I implor the county to ensure this construction happens prior to any new approvals for more homes that will increase traffic on Green Valley. Our neighbors, friends, my wife and I do not want to be hurt or die because the county fails to care for the safety of it's citizens. The turn lanes and better lights at the intersection need to happen regardless of Vinyards project getting approved. Thank You for the opportunity to comment. S-2

Alfred and Janette Wright
2413 Loch Way
El Dorado Hills, Ca
95762

Response to Letter S: Alfred and Janette Wright, Resident of El Dorado County

Response S-1: The commenters note that they are residents of the Sterlingshire development in El Dorado Hills, and discuss the growth they have seen in the area in the last 26 years. The commenters also express concerns regarding traffic safety on Green Valley Road, particularly near Loch Way.

The commenter's concerns and recommendations are noted for consideration by the County and its decision-makers. The project-specific concerns are addressed in Response S-2.

Response S-2: The commenters request that the County ensure that the Green Valley Road / Loch Way mitigation (i.e., Mitigation Measure 3.11-2) be constructed prior to any new approvals for more homes that will increase traffic on Green Valley Road. The commenters also note that turn lanes and better lights are needed at this intersection regardless of project approval. The improvements at Loch Way (i.e., Mitigation Measure 3.11-2 of the Draft EIR) will be completed by the time the building permit for the 11th single-family home, which is the unit that would generate the trip that would trigger the project's potentially significant traffic impact, is issued by the County.

The commenter's concerns and recommendations are noted for consideration by the County and its decision-makers.

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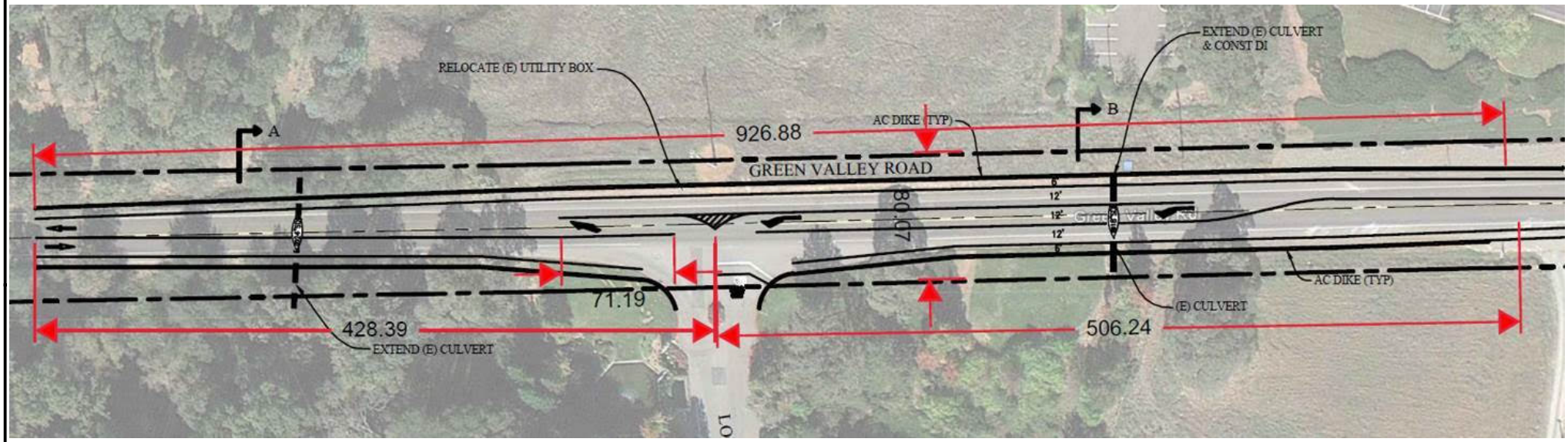

VINEYARDS AT EL DORADO HILLS
EL DORADO COUNTY, CALIFORNIA

Figure 2.0-1. Green Valley Road at Loch Way Improvements Preliminary Concept (Mitigation Measure 3.11-2)

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This section includes minor edits and changes to the Draft EIR. These modifications resulted from responses to comments received during the public review period for the Draft EIR, as well as County staff-initiated edits to clarify language.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis that would warrant recirculation of the Draft EIR pursuant to State CEQA Guidelines Section 15088.5.

Other minor changes to various sections of the Draft EIR are also shown below. These changes are provided in revision marks with underline for new text and ~~strike out for deleted text~~.

3.1 REVISIONS TO THE DRAFT EIR

ES EXECUTIVE SUMMARY

No changes were made to Chapter ES of the Draft EIR.

1.0 INTRODUCTION

No changes were made to Chapter 1.0 of the Draft EIR.

2.0 PROJECT DESCRIPTION

The following changes were made to pages 2.0-4 and 2.0-5 of Chapter 2.0 of the Draft EIR:

OPEN SPACE

The five open space lots, totaling 65.58 acres, have been designed to include the existing schoolhouse and to preserve portions of oak woodlands and the majority of the identified wetlands and other waters on the project site. The open space lots are proposed to remain unfenced or to have an open-style fence that is a minimum of 50% open along the project's frontages with Malcolm Dixon Road, Via Veritas, and the project's internal trail and private road system. The open space lots would be maintained by the Homeowner's Association (HOA).

VINEYARD

A small-scale vineyard (up to 25 acres) would be planted within the open space area (Lots A, B, C, and D) as shown on Figure 2.0-5. The land would be owned by the ~~Home Owners' Association (~~HOA~~)~~ and would be leased to a vineyard grower that would plant and operate the vineyard. No production or distribution facilities are proposed on the project site. Vineyard operations would include vineyard maintenance activities that would occur approximately one week each month from February through July each year and a one- to two-week harvest period that would occur in or near the fall of each year.

LIVE OAK SCHOOLHOUSE

The Live Oak Schoolhouse site would be preserved within the open space area (Lot C). The Live Oak Schoolhouse site would be fenced with open fencing (a minimum of 30% open). The project may include stabilization of the existing schoolhouse structures, but would not include any use of the schoolhouse for public or private events.

The following changes were made to pages 2.0-5 and 2.0-6 of Chapter 2.0 of the Draft EIR:

UTILITY IMPROVEMENTS

The project proposes to connect to existing ~~County~~public utility infrastructure to provide water and stormwater drainage, while each of the residential lots would be served by an on-site septic system.

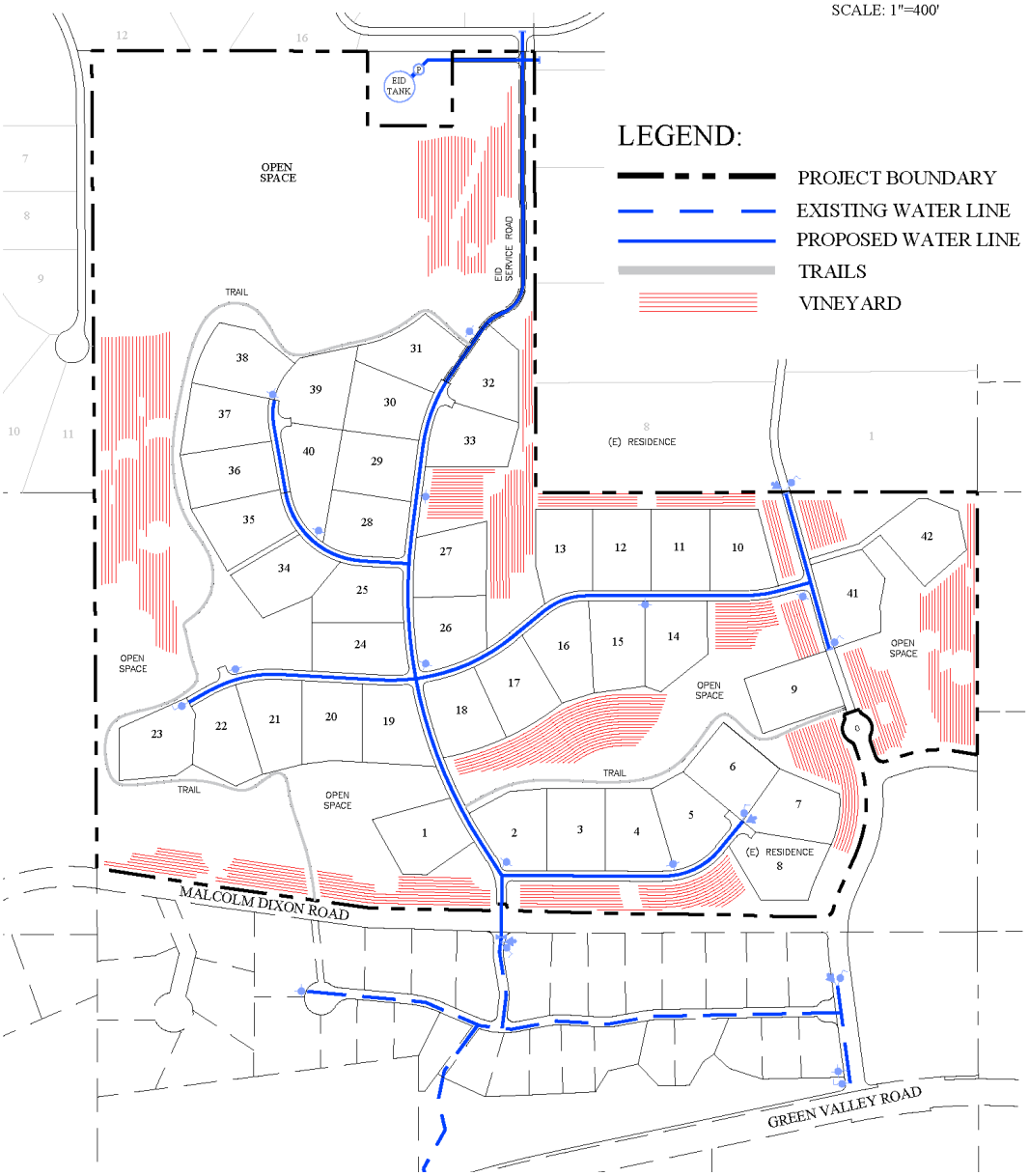
Water Service

Water service would be provided by El Dorado Irrigation District (EID). The project site is within the EID service boundary. EID has facilities located near the northern project boundary, including an 18-inch water line and the Salmon Falls Tank. An eight-inch water line is located south of the property in The Overlook subdivision. Additionally, a 12-inch water line is located in Green Valley Road. The project would provide on-site water infrastructure improvements including a booster station. Figure 2.0-7 shows the proposed water supply plan. It is noted that the proposed water supply plan has not been formally reviewed by EIR. As shown in the figure, the project would connect to the EID water system at two locations. A water line would connect to a new booster station at the existing Salmon Falls Tank to the rest of the project site, and water lines would also be constructed throughout the project site and connect to the existing water line in The Overlook subdivision. The ~~Green Valley Road~~Malcolm Dixon Road valve would normally be closed at the request of EID, and the project would receive water from the new booster station located at the Salmon Falls Tank.

Figure 2.0-7 on page2.0-21 of Chapter 2.0 of the Draft EIR has been replaced with the following figure:

VINEYARDS AT EL DORADO HILLS
WATER SUPPLY PLAN
EL DORADO HILLS, CALIFORNIA FEBRUARY, 2018

SCALE: 1"=400'



VINEYARDS AT EL DORADO HILLS
EL DORADO COUNTY, CALIFORNIA

Revised Figure 2.0-7. Water Plan

DE NOVO PLANNING GROUP
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

3.0 ERRATA

3.1 AESTHETICS AND VISUAL RESOURCES

No changes were made to Chapter 3.1 of the Draft EIR.

3.2 AIR QUALITY

No changes were made to Chapter 3.2 of the Draft EIR.

3.3 BIOLOGICAL RESOURCES

The following change is made to Chapter 3.3 of the Draft EIR:

> ***Mitigation Measure 3.3-7****: Prior to any construction activities that would disturb any portion of the 1.57-acres of on-site "other waters of the U.S." or any off-site improvements that would disturb any waters of the U.S. (e.g., transportation mitigation measures), the project applicant shall obtain authorization and the appropriate permits from the applicable regulatory agencies (USACE-404 permit, RWQCB-401 certification, 1602 Streambed Alteration Agreement). All requirements of a permit shall be adhered to throughout the construction phase.*

3.4 CULTURAL AND TRIBAL RESOURCES

The following changes were made to pages 3.4-19 and 3.4-20 of Chapter 3.4 of the Draft EIR:

> ***Mitigation Measure 3.4-2:*** *Prior to site disturbance, the Coloma Road resource shall be further examined and fully documented with a complete California Department of Parks and Resources site form. This effort shall include re-surveying the old Coloma Road route by qualified archaeologists including use of a metal detector to check for related artifacts or features, preparation of a field map documenting the route and features of the roadway, and large-scale photographs of any physical evidence found of the route. ~~The historic building report shall identify the steps necessary to stabilize and preserve the school building by an engineer who specializes in the evaluation and preservation techniques for historic buildings. The historic building report shall be submitted to the County Planning Department for review and approval.~~*
>
> ~~*If the County determines, based on the historic building report, that the school building can be feasibly stabilized and preserved, a management plan shall be developed for the resource to address both short term and long term effects of the project, including: providing for initial funding to stabilize or restore the building and ongoing funding to maintain the building; identifying methods to secure the building to address potential impacts created by development of the project and from persons in the vicinity of this resource; and establishing a mechanism to manage and oversee the continued maintenance and preservation of the school building. The management plan shall be submitted to the County Planning Department for review and approval.*~~

~~*If the County determines, based on the historic building report, that the school building cannot be feasibly stabilized and preserved, the resource shall be fully documented with the preparation of a Historic American Building Survey report, which shall include large-scale photography. The Historic American Building Survey report shall be submitted to the County Planning Department for review and approval.*~~

3.5 GEOLOGY AND SOILS

The discussion associated Impact 3.5-5 on pages 3.5-20 through 3.5-22 of the Draft EIR is revised as shown below.

Impact 3.5-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (~~l~~Less than ~~s~~Significant with Mitigation)

Wastewater produced on the west slope of the county outside the EID collection system service area is treated by Onsite Wastewater Treatment Systems. These systems are also referred to as septic systems and typically include an underground septic tank connected to a house, business, or public facility and underground leach fields that emit a plume of wastewater. Septic suitability is dependent on the underlying soils of a site. If soils have sufficient limitations soil reclamation, and special design and installation techniques would be required.

The El Dorado County Environmental Management Department (EMD) is charged with managing the siting of septic systems. Specifically, EMD reviews proposals and criteria for septic system designs and inspects construction of new septic systems and repair of existing systems to determine conformance with applicable codes. EMD also manages the proper disposal of liquid waste collected from licensed haulers through a permit issuance and inspection process. The County also operates a treatment and disposal facility that accepts septage from septic systems throughout the county, treats it, and disposes the waste byproducts. The septage is comprised of material contained within septic tanks and is a small fraction of the total wastewater treated by septic tanks and dispersed of in leach fields. Individual property owners with a septic system pay the County a fee to use the facility once a year.

Percolation tests were performed by Youngdahl Consulting Group, Inc. in September and October of 2015 as part of a Septic Feasibility Study of the project site. Testing was performed with adherence to the El Dorado County Ordinance - Private Sewage Disposal Systems (Ordinance 4542) and El Dorado County Resolution No. 259-99, Design Standards for the Site Evaluation and Design of Sewage Disposal Systems. Each of the percolation tests were successful. Overall, no significant variations in soil subsurface conditions were found across the site. The septic feasibility study soil test identified the minimum disposal area required based on each of the test pits, with new lot minimum disposal areas ranging between 8,000 and 14,000 square feet. Proposed lots on the project site range in size with

the smallest lot totaling 43,560 square feet which would adequately meet the new lot minimum disposal area.

The Septic Feasibility Study indicated that each of the test pits were sited to avoid slope, drainage swale, and other constraints. The Septic Feasibility Study recommended that additional exploration be completed prior to filing of the Final Map to locate suitable disposal areas in order to demonstrate the feasibility of on-site wastewater disposal for lots not covered during the original exploration. The Septic Feasibility Study notes that additional mantle tests and percolation testing will be required by the El Dorado County Department of Environmental Management to validate the parcel layout. The Septic Feasibility Study was reviewed by EMD staff and identified as meeting EMD criteria for tentative map approval (El Dorado County EMD, 2017).

If not designed correctly, septic systems could result in health impacts, adversely affect natural habitat, and pollute groundwater. This impact is therefore considered to be potentially significant. Mitigation Measures 3.5-3a and 3.5-3b requires that the septic system and leach field would be designed~~reviewed~~ and constructed consistent with the recommendations of the Septic Feasibility Study and to comply with all applicable requirements of the El Dorado County Environmental Management Department, which provides standards for the site evaluation, design, inspections, and permitting of sewage disposal systems, as well as County regulations addressing septic systems included in Chapter 15.32 of the El Dorado County Code (Private Septic Systems), and Resolution No. 259-99 (Design Standards for the Site Evaluation and Design of Sewage Disposal Systems).

With the implementation of Mitigation Measure 3.5-3, the proposed project would have a ***less than significant*** impact relative to this topic.

MITIGATION MEASURES

*"**Mitigation Measure 3.5-3a:** The project applicant shall comply with the following to ensure that the septic system proposed for each residential lot is adequate and can be accommodated on the proposed lot:*

- *Prior to approval and recommendation of the Final Map, the project proponent shall demonstrate to the satisfaction of the County Environmental Health Department that the recommendations of the Septic Feasibility Study are implemented, including additional exploration to be conducted to demonstrate the feasibility of the on-site sewage disposal for each lot in the proposed project area. The project proponent shall demonstrate that the disposal area for each lot is consistent with the sizing requirements identified in the subsequent exploration and that each lot size is adequate to comply with the County's requirements, including setbacks, for an on-site septic system.*
- *Prior to the issuance of a building permit the project proponent shall demonstrate to the satisfaction of the County Environment Health Department that the*

requirements of the County, including conformance with the County Code and the County's Design Standards for the Site Evaluation and Design of Sewage Disposal Systems are met. ~~*and that the recommendations of the Septic Feasibility Study are implemented, including additional exploration to be conducted to demonstrate the feasibility of the on-site sewage disposal for each lot in the proposed project area, and that the disposal area for each lot is consistent with the sizing requirements identified in the subsequent exploration complies with the County's requirements for an on-site septic system.*~~

3.6 GREENHOUSE GASES AND CLIMATE CHANGE

No changes were made to Chapter 3.6 of the Draft EIR.

3.7 HAZARDS AND HAZARDOUS MATERIALS

Impact 3.7-5, on pages 3.7-16 and 3.7-17 of the Draft EIR is revised as shown below.

Impact 3.7-5: The project has the potential to expose people or structures to a risk of loss, injury or death from wildland fires (Less than Significant with Mitigation)

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

The site is not located within an area where wildland fires are known to occur, or within a high or moderate Fire Hazard Severity Zone (FHSZ) as indicated by CAL FIRE FHSZ Maps. According to the FHSZ in State Responsibility Areas map, the project site is designated as "Moderate".

El Dorado Hills is not on the list of recommended communities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones. The site is surrounded by developed land uses and open space land. Existing roadways and residential uses are located to the northwest, west, southwest, south, and southeast, while undeveloped land is located to the north, northeast, and east of the project site. Nearby regional roadways could serve as firebreaks from any potential fires to the east of the site.

A Wildland Fire Safe Plan has been prepared for the project. The purpose of the Plan is to assess the wildfire hazards and risks of the project, and to identify measures to reduce these hazards and risks and protect the native vegetation. The Plan identifies various wildfire mitigation measures, building setback requirements, and other fire safe requirements for the builder, fire department, and property owners to comply with. According to the Plan,

the project shall meet all the requirements of the County's Fire Safe Regulations. Mitigation Measure 3.7-4 has been provided to ensure that the Wildland Fire Safe Plan is implemented in a timely manner and is adhered to throughout all phases of project construction and operation.

Additionally, the County General Plan contains numerous policies in order to ensure fire hazards in both wildland and developed areas are minimized (Policies 6.2.1.1, 6.2.1.2, 6.2.2.1, 6.2.2.2, 6.2.3.1, an 6.2.4.1). The project would be required to comply with the County's relevant policies. ~~This~~ With adherence to state and local requirements, as well as implementation of Mitigation Measure 3.7-4, this is reduced to is a ***less than significant*** impact.

MITIGATION MEASURE(S)

Mitigation Measure 3.7-4: *The Wildland Fire Safe Plan (Vineyards at El Dorado Hills Draft EIR, Appendix G.1.) shall be adhered to throughout all phases of project construction, development, and operation.*

All improvement plans submitted for the project shall incorporate the applicable measures of the Wildland Fire Safe Plan as described below.

Grading Plans (site preparation) *– All grading plans shall incorporate the requirements of the Wildland Fire Safe Plan. It is noted that the Wildland Fire Safe Plan improvements may be phased and completed in conjunction with grading and site preparation efforts for individual phases of the project, but shall be completed for all open space areas abutting residential lots associated with an individual phase.*

Grading and Improvement Plans (individual residential lots). *All grading and improvement plans shall be consistent with the Wildland Fire Safe Plan and applicable state and local regulations and shall be submitted to the El Dorado Hills Fire Department and El Dorado County for review and approval.*

Individual Homeowner Responsibility. *All purchasers of residential lots shall be provided with a copy of the Wildland Fire Safe Plan and shall sign an agreement to comply with the requirements of the Wildland Fire Safe Plan and applicable requirements of federal, state, and local regulations. This requirement shall be recorded against the property and shall apply to all subsequent property owners and shall include the following specifications.*

A. *Property shall be landscaped and maintained in perpetuity consistent with the fuel clearance and maintenance requirements described in the Wildland Fire Safe Plan.*

B. *All improvement plans, building permits, grading permits, and any fencing and access improvements (driveways, gates, etc.) shall be consistent with the the Wildland Fire Safe Plan and any applicable laws and regulations. Such permits and plans shall be submitted to El Dorado Hills Fire Department and El Dorado County for review for compliance with the Wildland Fire Safe Plan and applicable laws and regulations.*

Homeowner Association Responsibility. *The Homeowner Association, or other entity identified to the satisfaction of the County of El Dorado, shall be responsible for maintaining the fuel hazard reduction zones in the common open space areas and along the road. The common open space lots shall be maintained annually consistent with the Wildland Fire Safe Plan and any applicable requirements of state and local law. Maintenance shall include, but not be limited to:*

A. Annually by June 1st, cut or remove all grass and brush to a 2" stubble within 50' along the inner property lines adjacent to the residential lots and 10' along streets/trails and 100' along Malcolm Dixon Road adjacent to the project perimeter.

B. Remove all gray pines, all dead trees, and all fallen dead trees and dead tree limbs within 100' of all property lines.

C. Remove all dead limbs from live trees that are within 10' of the ground.

D. Limb all trees within 30' of the inner property lines at least 8' above the ground as measured on the uphill side of the tree.

E. Open space areas may be landscaped and irrigated. Natural areas will follow the open space guidelines for fuel treatment.

F. Maintain the oaks in the open space areas as to the following specifications: (a) remove all dead limbs and stems and (b) cut off green stems at 8' above the ground that arch over and are growing down towards the ground. Measure from the uphill side of the tree to determine the appropriate height.

G. Permanent wet areas within the open space lots may be allowed to have a variety of vegetation provided the wet areas are isolated with a fuel hazard reduction zone if outside of an existing fuel hazard reduction zone.

H. The Homeowner Association shall coordinate with the El Dorado Hills Fire Department for review of the Wildland Fire Safe Plan within five years to determine its adequacy. Any modifications required by the El Dorado Hills Fire Department shall be implemented as necessary.

3.8 HYDROLOGY AND WATER QUALITY

The following changes were made to pages 3.8-21 and 3.8-22 of Chapter 3.8 of the Draft EIR:

Mitigation Measure 3.5-1 (in Section 3.5, Geology and Soils) requires the use of BMPs that the RWQCB has deemed effective in controlling erosion, sedimentation, runoff during construction activities. Furthermore, Mitigation Measure 3.3-7~~5~~ (in Section 3.3, Biological Resources) would ensure that construction activities would obtain authorization and appropriate permits from the applicable regulatory agencies prior to any construction activities that would disturb the project site. Mitigation Measure 3.3-8 (in Section 3.3, Biological Resources) would ensure that the project is designed in accordance with Section 130.30.030.G.3.d of the County's Site Planning and Project Design Standards. Mitigation Measure 3.3-9 (in Section 3.3, Biological Resources) would ensure that the private residential use of the property does not impact the nearby wetland.

The use of BMPs are intended to treat runoff close to the source during the construction and long term operational phase of the project reduce stormwater quality impacts. The mitigation measures listed below include existing regulatory requirements. Implementation of Mitigation Measures 3. 5-1, 3.3-7, 3.3-8, and 3.3-9 ~~and 3.3 5~~ would ensure that the proposed project would have a ***less than significant*** impact relative to this topic.

MITIGATION MEASURE(S)

*Implement **Mitigation Measure 3.5-1** (from Section 3.5 Geology and Soils) and **Mitigation Measures 3.3-7~~5~~, 3.3-8, and 3.3-9** (from Section 3.3 Biological Resources).*

3.9 NOISE

No changes were made to Chapter 3.9 of the Draft EIR.

3.10 PUBLIC SERVICES AND RECREATION

No changes were made to Chapter 3.10 of the Draft EIR.

3.11 TRANSPORTATION AND CIRCULATION

The following changes were made to page 3.11-23 of Chapter 3.11 of the Draft EIR:

Mitigation Measure 3.11-2: *Prior to ~~approval of Improvement Plans~~ the start of construction of residential units (e.g. issuance of building permits) associated with the tentative subdivision map phase containing the 11th single family residence, the project proponent shall construct a two-way left-turn lane ~~shall be construction~~ along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. This improvement shall be reflected on the Improvement Plans, subject to review by the County ~~Planning~~ Department of Transportation. The project shall cause plans to be prepared, subject to review and approval by the County Engineer, and enter into a Road Improvement Agreement with County for such work.*

Implementation of this measure shall comply with all applicable mitigation measures for construction and ground-disturbing activities, including but not limited to Mitigation Measure 3.3-7, Mitigation Measures 3.2-2, 3.2-3, and 3.2-4, Mitigation Measures 3.3-4, 3.3-5, and Mitigation Measure 3.3-7, and Mitigation Measure 3.3-11, and shall be consistent with the County's Design and Improvements Standards Manual and the Drainage Manual standards.

Mitigation Measure 3.11-3: *Prior to ~~approval of Improvement Plans~~ the start of construction of residential units (e.g. issuance of building permits) associated with*

the tentative subdivision map phase containing the 9th single family residence, the project proponent shall fully fund improvements that restrict the southbound left-turn movement at the Green Valley Road at Chartraw Road intersection ~~shall be restricted~~. The~~is restriction shall be achieved by~~ funding shall be adequate to either 1) construct~~ing~~ a median curb along Green Valley Road, 2) ~~by~~ construct~~ing~~ an island along the Chartraw Road approach. As a result of this turn restriction, those vehicles originally making the subject southbound left-turn would be rerouted to the Green Valley Road/Malcom Dixon Road intersection.

This improvement shall be included in the Capital Improvement Program as a funded project. The County shall monitor this intersection and construct the improvements at such time that the intersection triggers the following delays: 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound).

~~*This improvement shall be reflected on the Improvement Plans, subject to review by the County Planning Department.*~~

Implementation of this measure shall comply with all applicable mitigation measures for construction and ground-disturbing activities, including but not limited to Mitigation Measures 3.2-2, 3.2-3, and 3.2-4 and Mitigation Measures 3.3-4 and 3.3-5, and shall be consistent with the County's Design and Improvements Standards Manual and the Drainage Manual standards.

Improvements associated with Mitigation Measure 3.11-2 would occur entirely within the existing right-of-way. The improvements would primarily consist of restriping the road to include a left turn lane from Green Valley Road onto Loch Way and include a taper to allow traffic turning left from Loch Way to Green Valley Road to safely merge with the Green Valley Road traffic. To accommodate the left-turn lane and taper, Green Valley Road would be widened by approximately 6 feet for approximately 430 feet to the west and 500 feet to the east from the centerline of Loch Way. The improvements would be completed within the existing right-of-way that is 90 feet and 80 feet wide in this area and disturbance would occur within the County's right-of-way. Drainage improvements are anticipated to include extension of two existing culverts or for the western culvert, addition of a headwall, and drainage improvements consistent with County standards, including grading to ensure the slopes meet the County's requirements. The utility box located north of the intersection would be relocated. It is anticipated that six oak trees on the north side of Green Valley Road and two oak trees on the south side of Green Valley Road may be removed with implementation of this improvement. Disturbance to drainage features that are considered waters of the U.S. would be limited to 1/10 of an acre or less. The detailed design would be completed with improvement plans, following the County's adoption of the mitigation measure.

Improvements associated with Mitigation Measure 3.11-3 would occur entirely within the existing right-of-way. Improvements would either occur as a median curb or island to

restrict left eastbound turns; either of these improvements would occur within the existing road prism (e.g., the area of the roadway previously disturbed during road construction) and would not result in any tree removal or impacts to drainage features or other sensitive habitat. The detailed design for this improvement would be completed with improvement plans, following the County's adoption of the mitigation measure. A 10-foot refuge lane was also considered for this location that could also be constructed within the existing roadway prism with no impacts to trees, drainages, or waters of the U.S. anticipated. More extensive refuge lane and intersection improvements were also considered for this location, but dismissed, due to: 1) the improvements would require removal of approximately 18 or more oak trees, culvert extensions and/or headwall improvements to the north and south sides of Green Valley Road, and potential impacts to wetlands and/or other jurisdictional features, and 2) the improvements associated with Mitigation Measure 3.11-3 fully mitigate the potential impact at this location and the more extensive improvements are not required. The detailed design for this improvement would be completed with improvement plans, following the County's adoption of the mitigation measure.

For both the Green Valley Road/Loch Way and Green Valley Road/Malcolm Dixon Cutoff Road improvements considered in Mitigation Measures 3.11-2 and 3.11-3, drainage improvements would be constructed to the County road and storm drainage standards identified in the Design and Improvements Standards Manual and the Drainage Manual, which require no increase in downstream runoff without implementation of adequate mitigation.

The Green Valley Road/Loch Way and Green Valley Road/Malcolm Dixon Cutoff Road improvements considered in Mitigation Measures 3.11-2 and 3.11-3 would result in temporary air quality impacts resulting from construction, would have the potential to disturb biological resources in the vicinity, including special-status species nesting in nearby trees as well as the potential impacts to trees and waters of the U.S. identified above.

Due to the potential of Mitigation Measures 3.11-2 and 3.11-3 to result in impacts to biological resources, air quality, and drainage, the mitigation measures are required to comply with the mitigation measures identified throughout this Draft EIR to address impacts associated with construction and ground-disturbance.

3.12 UTILITIES

The following change was made to pages 3.12-1 and 3.12-2 of Chapter 3.12 of the Draft EIR:

WATER SERVICE AND SUPPLY

The El Dorado Irrigation District (EID) is an irrigation special district, organized and existing under the California Irrigation District Law (Water Code Section 20500, et seq.) and authorizing statutes (Water Code Section 22975, et seq.). EID serves nearly 110,000 residents in El Dorado County. EID's existing sources of water include surface water and recycled water. The potable water system has three principle points of diversion that deliver raw water to the system: 1) District-owned-and-operated Sly Park Dam and Jenkinson Lake; 2) District-owned-and-operated El Dorado Hydroelectric Federal Energy Regulatory Commission Project 184 at Forebay Reservoir; and 3) Folsom Reservoir via a U.S. Bureau of Reclamation water service contract, a Warren Act Contract for rediverted ~~EIR~~EID ditch and Weber Reservoir water supplies, and a State water right permit (Permit 21112). Raw water diverted at these locations is treated at the Reservoir-A Water Treatment Plant (WTP), Reservoir 1 WTP, and El Dorado Hills WTP, respectively.

The following changes were made to pages 3.12-16 and 3.12-17 of Chapter 3.12 of the Draft EIR:

While EID's available water supply includes adequate capacity to serve the project site, improvements and connections to the water supply system would be required. Several nearby connections to the water supply system are available to accommodate the project. However detailed water connections and service extensions have not been determined at this time and several steps are required before water meters would be granted, including: an approved Facility Plan Report, Improvement Plans, Extension of Facilities application and fee, payment of connection fees, and agreements approved by EID.

The proposed project would require extension of water conveyance infrastructure to the project site for potable water and irrigation water. As shown in Figure 2.0-7, the project would connect to the EID water system at two locations. A water line and associated booster pump station would connect the existing Salmon Falls Tank to the rest of the project site and the project would connect from Road 'A' (shown in Figure 2.0-5) on the project site to the existing water line in Overlook Court (which connects to the Green Valley Road water line), just south of Malcolm Dixon Road. The ~~Green Valley Road/Overlook Court valve would normally be~~valve in Malcolm Dixon Road is normally closed, at the request of EID, and the project would receive water from the Salmon Falls Tank. Offsite water utility improvements would be required to be included within utility easements associated with the Salmon Falls tank and the Clarinda Road water line or within the existing Malcolm Dixon Road right of way, thereby limiting any potential impact to offsite areas that were not already disturbed.

Recent improvements to the El Dorado Hills Water treatment plant in 2015 increased the treatment capacity from 19.5 million gallons per day (mgd) to 26 mgd (EID 2016). While the project would include construction of water supply infrastructure to connect to the existing

EID system, as described above, the proposed project would not require the construction of new water treatment facilities or expansion of existing water treatment facilities for water service to serve the proposed project. Therefore, implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

Impact 3.12-3: The proposed project is not anticipated have insufficient water supplies available to serve the project from existing entitlements and resources (Less than Significant)

The most recent Water Resources and Service Reliability Report shows that EID's 2016 Unallocated Water Supply is 14,292 Acre-Feet (EID WRSRR 2016). Additionally, as indicated by EID's FIL letter 5,094 EDUs of water supply are available in the El Dorado Hills area. A comparison of the projected water supplies and demands is shown in Tables 7-1 through 7-3 of the 2015 Urban Water Management Plan (UWMP). As shown in the UWMP for normal, single dry, and multiple dry years, the supply-demand difference indicates that EID will have sufficient water to meet its customers' needs under current and future (2045) conditions as shown in the UWMP.

4.0 OTHER CEQA-REQUIRED TOPICS

The following change was made to page 4.0-11 of Chapter 4.0 of the Draft EIR:

As described under Impact 3.10-3, the potable water demands for the proposed project, together with the existing water demands and projected future water demands, are within the water demand projections included in the EID 2015 Urban Water Management Plan (UWMP). Potable water would be provided from EID's water supply. As demonstrated by the analysis in Section 3.~~10~~12 and under Impact 3.~~10~~12-3, there are adequate water supplies to serve cumulative demand within the EID service area, and the proposed project would result in **less than cumulatively considerable** impacts to water supplies.

The following changes were made to page 4.0-13 of Chapter 4.0 of the Draft EIR:

Impact 4.13: Under future conditions, the proposed project would result in less than cumulatively considerable impacts at study intersections.

As described in Section 3.11, Transportation and Circulation, the project would result in three potentially significant impacts. Impacts associated with the project under future conditions are shown in Table 4-1. This table reflects future conditions that include approved and planned development, including:

- Bass Lake Hills Specific Plan
- Carson Creek Specific Plan
- Dixon Ranch
- Promontory
- Ridgeview
- San Stino Residential
- Serrano

- Valley View Specific Plan
- Central El Dorado Hills Specific Plan
- Village of Marble Valley Specific Plan
- Lime Rock Specific Plan
- Spanos Apartments
- La Canada
- Alto
- Malcolm Dixon Road Estates
- Wilson Estates

TABLE 4-1: INTERSECTION OPERATIONS – FUTURE (2025) PLUS PROJECT CONDITION

INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	FUTURE (2025)		FUTURE (2025) PLUS PROJECT	
			DELAY (SEC)	LOS	DELAY (SEC)	LOS
1. Green Valley Rd. @ Francisco Dr.	Signal	AM	35.4	D	35.7	D
		PM	59.1	E	59.6	E
2. Green Valley Rd. @ El Dorado Hills Blvd. / Salmon Falls Rd.	Signal	AM	**98.7**	**F**	**102.2**	**F**
		PM	**98.9**	**F**	**105.2**	**F**
3. Green Valley Rd. @ Silva Valley Pkwy. / Allegheny Rd.	Signal	AM	32.3	C	33.6	C
		PM	31.4	C	33.2	C
4. Green Valley Rd. @ Loch Wy.	SSSC*	AM	1.5 (43.6 NB)	E	1.6 (46.6 NB)	E
		PM	**1.0 (50.4 NB)**	**F**	**1.1 (54.7 NB)**	**F**
5. Green Valley Rd. @ Wilson Connector (Chartraw Rd.)	SSSC*	AM	2.8 (48.3 SB)	E	**3.7 (54.1 SB)**	**F**
		PM	1.5 **(71.2 SB)**	**F**	2.1 **(93.8 SB)**	**F**
6. Green Valley Rd. @ Malcolm Dixon Rd.	SSSC*	AM	0.4 (22.7 SB)	C	0.4 (22.9 SB)	C
		PM	0.1 (12.4 SB)	B	0.1 (12.5 SB)	B
7. Malcolm Dixon Rd. (North) @ Chartraw Rd.	SSSC*	AM	2.0 (7.3 WB)	A	1.8 (7.3 WB)	A
		PM	1.2 (7.4 WB)	A	1.1 (7.4 WB)	A
8. Malcolm Dixon Rd. (South) @ Chartraw Rd.	SSSC*	AM	3.5 (8.9 EB)	A	4.1 (9.1 EB)	A
		PM	2.9 (8.7 EB)	A	3.6 (8.8 EB)	A
9. Malcolm Dixon Rd. @ Allegheny Rd.	SSSC*	AM	6.2 (9.5 NB)	A	6.2 (9.5 NB)	A
		PM	6.1 (9.2 NB)	A	6.1 (9.2 NB)	A
10. Malcolm Dixon Rd. @ Salmon Falls Rd.	SSSC*	AM	1.5 (10.4 WB)	B	1.5 (10.4 WB)	B
		PM	1.2 (11.6 WB)	B	1.2 (11.6 WB)	B
11. Silva Valley Pkwy. @ Appian Wy.	AWSC	AM	22.8	C	23.3	C
		PM	24.3	C	25.0	C
12. Silva Valley Pkwy. @ Harvard Wy.	Signal	AM	57.4	E	59.5	E
		PM	54.2	D	54.3	D
13. Silva Valley Pkwy. @ Golden Eagle Lane / Walker Park Dr.	AWSC	AM	48.4	E	48.6	E
		PM	24.3	C	24.6	C
14. Malcolm Dixon Rd. @ Wilson Estates / Project Driveway	SSSC*	AM	3.0 (8.5 NB)	A	4.1 (9.3 NB)	A
		PM	3.3 (8.4 NB)	A	3.4 (9.3 NB)	A

*NOTES: **BOLD** INDICATES UNACCEPTABLE OPERATIONS. SHADED REPRESENTS SIGNIFICANT IMPACT. * SIDE STREET STOP CONTROL (SSSC) INTERSECTIONS ARE REPORTED WITH THE INTERSECTION DELAY FOLLOWED BY THE WORST MOVEMENT'S DELAY. THE REPORTED LOS CORRESPONDS TO THE WORST MOVEMENT.*

SOURCE: KIMLEY-HORN, 2016.

U~~u~~nder the 2025 Future Plus Project condition, the majority of study intersections would not be adversely affected as shown in Table 4-1. However, addition of the proposed project traffic would result in three potentially significant impacts, as defined by the County:

- Intersection #2, Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road: As shown in Table 3.11-11 in Section 3.11, this intersection operates at level of service (LOS) F during the AM and PM peak hours without the project. The project would contribute more than 10 peak hour trips to the intersection during the peak hours.

- Intersection #4, Green Valley Road @ Loch Way: As shown in Table 3.11-11 in Section 3.11, this intersection operates at LOS F during the PM peak hour without the project. The project would contribute more than 10 peak hour trips to the intersection during the PM peak hour.

- Intersection #5, Green Valley Road @ Chartraw Road: As shown in Table 3.11-11 in Section 3.11, this intersection operates at LOS E during the AM peak hour without the project, and at LOS F with the addition of the proposed project. During the PM peak, the intersection operates at LOS F, and the project would contribute more than 10 peak hour trips to the intersection during the PM peak hour.

Mitigation Measures 3.11-1 through 3.11-3 in Section 3.11 are required in order to improve intersection operations at the three aforementioned study intersections. The resulting intersection operations with implementation of these mitigation measures are summarized in Table 3.11-9~~12~~ in Section 3.11. As shown in Table 3.11-12, with implementation of Mitigation Measure 3.11-1, the Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road intersection would operate at LOS E during the AM peak hour and LOS C during the PM peak hour. As shown in Table 3.11-9~~12~~, with implementation of Mitigation Measure 3.11-2, the Green Valley Road @ Loch Way intersection would operate at LOS C during the PM peak hour. As shown in Table 3.11-12, with implementation of Mitigation Measure 3.11-3, the Green Valley Road @ Chartraw Road intersection would operate at LOS D or better during the AM and PM peak hours. No other intersections would be adversely affected by the reroute required by Mitigation Measure 3.11-3. As the project's contribution to cumulative traffic levels would be mitigated to an acceptable level, as described above, and as the project would not result in unacceptable vehicle queuing under future conditions, the project would have a ~~This is a~~ ***less than cumulatively considerable*** ~~impact~~ contribution to cumulative traffic and circulation impacts."

The following changes were made to page 4.0-14 of Chapter 4.0 of the Draft EIR:

Impact 4.14: Under future conditions, the proposed project would not result in significant impacts at study roadway segments (Less Than Cumulatively Considerable)

As described in Section 3.11, Transportation and Circulation, the project would result in three potentially significant impacts. Impacts associated

with the project under future conditions are shown in Table 4-1. This table reflects future conditions that include approved and planned development, including:

- Bass Lake Hills Specific Plan
- Carson Creek Specific Plan
- Dixon Ranch
- Promontory
- Ridgeview
- San Stino Residential
- Serrano
- Valley View Specific Plan
- Central El Dorado Hills Specific Plan
- Village of Marble Valley Specific Plan
- Lime Rock Specific Plan
- Spanos Apartments
- La Canada
- Alto
- Malcolm Dixon Road Estates
- Wilson Estates

TABLE 4-1: INTERSECTION OPERATIONS – FUTURE (2025) PLUS PROJECT CONDITION

INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	FUTURE (2025)		FUTURE (2025) PLUS PROJECT	
			DELAY (SEC)	LOS	DELAY (SEC)	LOS
15. Green Valley Rd. @ Francisco Dr.	Signal	AM	35.4	D	35.7	D
		PM	59.1	E	59.6	E
16. Green Valley Rd. @ El Dorado Hills Blvd. / Salmon Falls Rd.	Signal	AM	**98.7**	**F**	**102.2**	**F**
		PM	**98.9**	**F**	**105.2**	**F**
17. Green Valley Rd. @ Silva Valley Pkwy. / Allegheny Rd.	Signal	AM	32.3	C	33.6	C
		PM	31.4	C	33.2	C
18. Green Valley Rd. @ Loch Wy.	SSSC*	AM	1.5 (43.6 NB)	E	1.6 (46.6 NB)	E
		PM	**1.0 (50.4 NB)**	**F**	**1.1 (54.7 NB)**	**F**
19. Green Valley Rd. @ Wilson Connector (Chartraw Rd.)	SSSC*	AM	2.8 (48.3 SB)	E	**3.7 (54.1 SB)**	**F**
		PM	1.5 **(71.2 SB)**	**F**	2.1 **(93.8 SB)**	**F**
20. Green Valley Rd. @ Malcolm Dixon Rd.	SSSC*	AM	0.4 (22.7 SB)	C	0.4 (22.9 SB)	C
		PM	0.1 (12.4 SB)	B	0.1 (12.5 SB)	B
21. Malcolm Dixon Rd. (North) @ Chartraw Rd.	SSSC*	AM	2.0 (7.3 WB)	A	1.8 (7.3 WB)	A
		PM	1.2 (7.4 WB)	A	1.1 (7.4 WB)	A
22. Malcolm Dixon Rd. (South) @ Chartraw Rd.	SSSC*	AM	3.5 (8.9 EB)	A	4.1 (9.1 EB)	A
		PM	2.9 (8.7 EB)	A	3.6 (8.8 EB)	A
23. Malcolm Dixon Rd. @ Allegheny Rd.	SSSC*	AM	6.2 (9.5 NB)	A	6.2 (9.5 NB)	A
		PM	6.1 (9.2 NB)	A	6.1 (9.2 NB)	A
24. Malcolm Dixon Rd. @ Salmon Falls Rd.	SSSC*	AM	1.5 (10.4 WB)	B	1.5 (10.4 WB)	B
		PM	1.2 (11.6 WB)	B	1.2 (11.6 WB)	B
25. Silva Valley Pkwy. @ Appian Wy.	AWSC	AM	22.8	C	23.3	C
		PM	24.3	C	25.0	C

26. Silva Valley Pkwy. @ Harvard Wy.	Signal	AM	57.4	E	59.5	E
		PM	54.2	D	54.3	D
27. Silva Valley Pkwy. @ Golden Eagle Lane / Walker Park Dr.	AWSC	AM	48.4	E	48.6	E
		PM	24.3	C	24.6	C
28. Malcolm Dixon Rd. @ Wilson Estates / Project Driveway	SSSC*	AM	3.0 (8.5 NB)	A	4.1 (9.3 NB)	A
		PM	3.3 (8.4 NB)	A	3.4 (9.3 NB)	A

*NOTES: **BOLD** INDICATES UNACCEPTABLE OPERATIONS. SHADED REPRESENTS SIGNIFICANT IMPACT. * SIDE STREET STOP CONTROL (SSSC) INTERSECTIONS ARE REPORTED WITH THE INTERSECTION DELAY FOLLOWED BY THE WORST MOVEMENT'S DELAY. THE REPORTED LOS CORRESPONDS TO THE WORST MOVEMENT.*
SOURCE: KIMLEY-HORN, 2016.

Uunder the 2025 Future Plus Project condition, the majority of study intersections would not be adversely affected as shown in Table 4-1. However, addition of the proposed project traffic would result in three potentially significant impacts, as defined by the County:

- Intersection #2, Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road: As shown in Table 3.11-11 in Section 3.11, this intersection operates at level of service (LOS) F during the AM and PM peak hours without the project. The project would contribute more than 10 peak hour trips to the intersection during the peak hours.

- Intersection #4, Green Valley Road @ Loch Way: As shown in Table 3.11-11 in Section 3.11, this intersection operates at LOS F during the PM peak hour without the project. The project would contribute more than 10 peak hour trips to the intersection during the PM peak hour.

- Intersection #5, Green Valley Road @ Chartraw Road: As shown in Table 3.11-11 in Section 3.11, this intersection operates at LOS E during the AM peak hour without the project, and at LOS F with the addition of the proposed project. During the PM peak, the intersection operates at LOS F, and the project would contribute more than 10 peak hour trips to the intersection during the PM peak hour.

Mitigation Measures 3.11-1 through 3.11-3 in Section 3.11 are required in order to improve intersection operations at the three aforementioned study intersections. The resulting intersection operations with implementation of these mitigation measures are summarized in Table 3.11-9~~12~~ in Section 3.11. As shown in Table 3.11-12, with implementation of Mitigation Measure 3.11-1, the Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road intersection would operate at LOS E during the AM peak hour and LOS C during the PM peak hour. As shown in Table 3.11-9~~12~~, with implementation of Mitigation Measure 3.11-2, the Green Valley Road @ Loch Way intersection would operate at LOS C during the PM peak hour. As shown in Table 3.11-12, with implementation of Mitigation Measure 3.11-

3, the Green Valley Road @ Chartraw Road intersection would operate at LOS D or better during the AM and PM peak hours. No other intersections would be adversely affected by the reroute required by Mitigation Measure 3.11-3. As the project's contribution to cumulative traffic levels would be mitigated to an acceptable level, as described above, and as the project would not result in unacceptable vehicle queuing under future conditions, the project would have ~~This is a~~ ***less than cumulatively considerable*** ~~impact~~ contribution to cumulative traffic and circulation impacts."

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

No changes were made to Chapter 5.0 of the Draft EIR.

6.0 REPORT PREPARERS

No changes were made to Chapter 6.0 of the Draft EIR.

7.0 REFERENCES

No changes were made to Chapter 7.0 of the Draft EIR.

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Vineyards at El Dorado Hills Project (Project). This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." A MMRP is required for the proposed Project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR, some of which were revised after the Draft EIR were prepared. These revisions are shown in Chapter 3.0 of the Final EIR. All revisions to mitigation measures that were necessary as a result of responding to public comments and incorporating staff-initiated revisions have been incorporated into this MMRP.

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

- **Mitigation Measures**: The mitigation measures are taken from the Draft EIR in the same order that they appear in that document.
- **Mitigation Timing**: Identifies at which stage of the Project mitigation must be completed.
- **Monitoring Responsibility**: Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification**: This is a space that is available for the monitor to date and initial when the monitoring or mitigation implementation took place.

IMPLEMENTATION AND MONITORING RESPONSIBILITIES

The County of El Dorado will be the primary agency responsible for implementing the mitigation measures and will continue to monitor mitigation measures that are required to be implemented during the operation of the Project. The El Dorado County Planning Services department, through the Director of Planning (Director), and his/her duly appointed subordinates shall have the primary responsibility for implementation, compliance, and enforcement of this MMRP. If the Director finds that there is reasonable cause to believe that non-compliance with this Program exists, he or she shall take such measures as necessary or expedient, pursuant to existing enforcement provisions of the El Dorado County Code, to enforce and secure compliance with the provisions of this Program.

PROCEDURES TO ENSURE IMPLEMENTATION

As a condition of project approval, the project applicant shall agree to enter into an Agreement to Implement the Mitigation Monitoring and Reporting Program. This Agreement shall be executed and recorded by the applicant no later than sixty (60) days after project approval or prior to the issuance of the first permit, plan approval, or commencement of construction on the project, whichever event occurs first. In no event shall an applicant be deemed to have fully satisfied all conditions of approval of a project unless this Agreement has been executed and recorded.

NONCOMPLIANCE

A. Any person or agency may file a complaint asserting noncompliance with the mitigation measures associated with the project. The complaint shall be directed to the Town of Portola Valley in written form providing specific information on the asserted violation. The Town of Portola Valley shall initiate an investigation and determine the validity of the complaint; if noncompliance with a mitigation measure has occurred, the Town shall initiate appropriate actions to remedy any violation. The complainant shall receive written confirmation indicating the results of the investigation or the final action corresponding to the particular noncompliance issue.

B. If the applicant fails to comply with any adopted mitigation measure in the MMRP, County Planning Services staff shall issue a "Stop Work Order," a "Notice of Violation," or a notice of County's intent to pursue a Code Enforcement action. An applicant who desires to remedy the non-compliance shall be given an opportunity to consult with the Planning Services to determine the extent of the violation and to take any necessary remedial action.

C. The project applicant shall consult with Planning Services within 15 days of the issuance of a "Stop Work Order," a "Notice of Violation," or a notice of County's intent to pursue a Code Enforcement action. Failure of the applicant to take remedial action to the satisfaction of the Director shall result in Code Enforcement action through the appropriate County Department or through any appropriate County law enforcement agency.

TABLE 4.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
AIR QUALITY				
Impact 3.2-3: Project construction has the potential to cause a violation of any air quality standard or contribute substantially to an existing or projected air quality violation	***Mitigation Measure 3.2-1:*** *The project proponent shall ensure that no more than 12 acres of ground are worked on at any one time during all proposed project construction activities, or, prior to construction activities, the project applicant shall pay mitigation fees in accordance with the established mitigation fee program provided by the El Dorado County AQMD (or such program in another district that is acceptable to the District).*	El Dorado County Air Quality Management District	During all proposed construction activities, or prior to construction activities	
	Mitigation Measure 3.2-2: *At least one of the following measures must be implemented during all project construction activities, including grading, site improvements, and development of all project components (residential and vineyard):* • *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 when the construction activity occurs.* • *Require 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 PM_{10} reduction benefit available, provided each pollutant is*	El Dorado County Planning Department	During all project construction activities, including grading, site improvements, and development of all project components (residential and vineyard)	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	reduced by at least 15%. • *Require 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 PM_{10} reduction benefit available, provided each pollutant is reduced by at least 15%.* ***Mitigation Measure 3.2-3:*** *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 (El Dorado County AQMD, 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*	El Dorado County Planning Department	During construction activities	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	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 5 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*			

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	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.* ***Mitigation Measure 3.2-4:** 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 (El Dorado County AQMD, 2002).* *1a. Cease all active operations, OR 2A. Apply water to soil not more than 15 minutes prior to moving such soil.* *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 1B. 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.*	El Dorado County Planning Department	During construction activities in high wind conditions	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	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.* ***Mitigation Measure 3.2-5:*** *During construction activities, including during the architectural coatings phase, the project applicant shall project ensure compliance with the most recent version of El Dorado County AQMD Rule 215 (effective beginning January 1, 2018), which limits VOC content for architectural coatings.*	El Dorado County Planning Department	During construction activities, including during the architectural coatings phase	
BIOLOGICAL RESOURCES				
Impact 3.3-1: Project implementation may result in direct or indirect effects on special-status invertebrate species	***Mitigation Measure 3.3-1:*** *The project proponent shall implement the following measures to avoid or minimize impacts on valley elderberry longhorn beetle:* • *All on-site elderberry shrubs shall be avoided and preserved on-site through site design, as feasible.* • *All elderberry shrubs that are located adjacent to construction areas shall be fenced and designated as environmentally sensitive areas. These areas shall be avoided by all construction personnel. Fencing shall be placed at least 100 feet from each shrub, unless otherwise approved by USFWS.* • *No insecticides, herbicides, or other chemicals that might harm the beetle or its host plant shall be used within 100 feet of the elderberry shrubs.* • *If the shrub(s) cannot be avoided through design, as determined by the El Dorado County Planning Department in conjunction with the project applicant, the project applicant shall mitigate for potential impacts to the shrub(s) by either (1) purchasing VELB conservation*	El Dorado County Planning Department	Prior to construction, during construction, and during the lifetime of the project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	credits from a USFWS-approved conservation bank, or (2) transplanting the individual shrub(s) that is not avoided to a suitable mitigation site in a manner consistent with the USFWS' 1999 Conservation Guidelines for the VELB. The mitigation shall be overseen by a qualified biologist, approved by the El Dorado County Planning Department and USFWS.			
Impact 3.3-2: Project implementation may result in direct or indirect effects on special-status reptile and amphibian species	***Mitigation Measure 3.3-2:*** *Prior to construction activities for any phase of the project, a focused survey for western pond turtle shall be conducted by a qualified Biologist no more than 24 hours prior to onset of construction. If no western pond turtles are observed, no further mitigation would be necessary. If this species is observed on or adjacent to the project site, a qualified biologist, in coordination with the CDFW, will capture and relocate the turtle to appropriate habitat at a safe distance from the construction site.* ***Mitigation Measure 3.3-3:*** *Prior to construction activities for any phase of the project, conduct a preconstruction CRLF survey a minimum of 48 hours (but no more than two weeks) before the onset of work activities. If any life stage of the CRLF is found on the project site, the USFWS and CDFW shall be contacted and the regulatory agency shall provide the appropriate course of action.*	El Dorado County Planning Department California Department of Fish and Wildlife El Dorado County Planning Department California Department of Fish and Wildlife U.S. Fish and Wildlife	Prior to construction activities for any phase of the project Prior to construction activities for any phase of the project	
Impact 3.3-4: Project implementation may result in direct or indirect effects on special-status bird species	***Mitigation Measure 3.3-4:*** *The project proponent shall implement the following measure to avoid or minimize impacts on other protected bird species that may occur on the site:* • *Preconstruction surveys for active nests of special-status birds shall be conducted by a qualified biologist in all areas of suitable habitat*	El Dorado County Planning Department	Prior to construction activities for any phase of the project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	within 500 feet of project disturbance. Surveys shall be conducted within 14 days before commencement of any construction activities that occur during the nesting season (February 15 to August 31) in a given area. • *If any active nests, or behaviors indicating that active nests are present, are observed, appropriate buffers around the nest sites shall be determined by a qualified biologist to avoid nest failure resulting from project activities. The size of the buffer shall depend on the species, nest location, nest stage, and specific construction activities to be performed while the nest is active. The buffers may be adjusted if a qualified biologist determines it would not be likely to adversely affect the nest. If buffers are adjusted, monitoring will be conducted to confirm that project activity is not resulting in detectable adverse effects on nesting birds or their young. No project activity shall commence within the buffer areas until a qualified biologist has determined that the young have fledged or the nest site is otherwise no longer in use.*			
Impact 3.3-5: Project implementation may result in direct or indirect effects on special-status mammal species	***Mitigation Measure 3.3-5:*** *The project proponent shall implement the following measures to avoid or minimize impacts on special-status bats:* • *If removal of trees with suitable roost cavities and/or dense foliage must occur during the bat pupping season (April 1 through July 31), surveys for active maternity roosts shall be conducted by a qualified biologist in trees designated for removal. The surveys shall be conducted from dusk until dark.* • *If a special-status bat maternity roost is located, appropriate buffers around the roost sites shall be determined by a qualified biologist and implemented to avoid destruction or abandonment of the roost resulting from tree removal or other project activities. The size of the buffer shall depend on the species, roost location, and specific construction activities to be performed in the vicinity. No project activity shall commence within the buffer areas until the end of the pupping season (August 1) or until a qualified biologist conforms the maternity roost is no longer active.*	El Dorado County Planning Department	If removal of trees with suitable roost cavities and/or dense foliage must occur during the bat pupping season (April 1 through July 31), and if a special-status bat maternity roost is located on-site during the surveys	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
Impact 3.3-6: Project implementation may result in direct or indirect effects on candidate, sensitive, or special-status plant species	***Mitigation Measure 3.3-6:*** *The project proponent shall implement the following measure to avoid or minimize impacts on special-status plant species:* *Before the commencement of ground-disturbing activities, a preconstruction plant survey shall be conducted during the appropriate floristic period. If special-status plant species are found on the site that cannot be avoided during project construction or operation, the County and the appropriate regulatory agency shall be notified to determine the appropriate course of action, which may include transplanting the plants and/or seed bank that would be affected by the project to open space areas within Lots A through E. If the survey(s) do not reveal the presence of these plants, then the project is free to move forward with ground disturbance activities, subject to all permits and other Project mitigation requirements.*	El Dorado County Planning Department	Before the commence-ment of ground-disturbing activities	
Impact 3.3-7: The proposed project has the potential to effect protected wetlands and jurisdictional waters	***Mitigation Measure 3.3-7****: Prior to any construction activities that would disturb any portion of the 1.57-acres of on-site "other waters of the U.S." or any off-site improvements that would disturb any waters of the U.S. (e.g., transportation mitigation measures), the project applicant shall obtain authorization and the appropriate permits from the applicable regulatory agencies (USACE-404 permit, RWQCB-401 certification, 1602 Streambed Alteration Agreement). All requirements of a permit shall be adhered to throughout the construction phase.* ***Mitigation Measure 3.3-8****: The project shall be designed in accordance with Section 130.30.030.G.3.d of the County's Site Planning and Project Design Standards, which states that "ministerial development, including single family dwellings and accessory structures, shall be set back a distance of 25 feet of any intermittent stream, wetland or sensitive riparian habitat, or 50 feet from any perennial lake, river or stream. This standardized setback may be reduced, or grading within the setback may be allowed, if a biological resource evaluation is prepared which indicates that a reduced setback would be sufficient to protect the resources." By employing proper best management practices (BMP), the biological resource evaluation prepared for the project has determined that potential encroaching development can be implemented without affecting aquatic resources. The project shall*	El Dorado County Planning Department El Dorado County Planning Department	Prior to any construction activities that would disturb any portion of the 1.57-acres of on-site "other waters of the U.S." Prior to approval of site plans, during construction, and during the lifetime of the project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	implement the following BMPs during construction and operation: • *The use of nutrients, pesticides, fuel, or other potential pollutants shall be prohibited within 50 feet of any aquatic resource.* • *A qualified biologist shall monitor all construction to ensure that no resource violations related to the U.S. Clean Water Act (CWA), the California Porter- Cologne Act (PCA), or California Fish and Game Code (FGC) occur.* • *No grading, site construction, or other disturbance shall occur within 10 feet of any aquatic feature at any time.* • *Disturbance within, but more than 10 feet from, the above-mentioned setbacks shall not occur until silt fencing, fiber rolls, or other similar BMP is installed at least 10 feet away and along the perimeter of the encroached feature.* • *No machinery shall operate closer than 15 feet from an aquatic resource. Required grading between 10 and 15 feet from the resource shall use only hand tools.* • *Machinery operating between 15 and 25 feet from an intermittent drainage, or between 25 and 50 feet from a perennial drainage, shall be checked daily for fuel or oil discharge and moved outside these setbacks if discharge is found.* • *No grading shall occur within aquatic resources setbacks for after 14 days following a storm event or 14 days before the next anticipated storm event.* • *Graded areas shall be covered with straw, mats, or natural wood chips with no artificial dyes or preservatives, or other erosion control measure within 72 hours of exposure.* • *Grading that increases existing slope by more than 10 percent shall include a means for diffusing water velocity at the toe of slope such*			

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	as a water bar. • *Any site construction that increases the overland runoff coefficient (e.g. pavement) shall incorporate a water bar or other velocity reducing detention solution before runoff can enter an aquatic resource.* • *On completion of construction, disturbed areas shall be replanted with locally native seed mix distributed through a hydroseed applicator and mixed with a tackifier.* • *Installed landscaping shall be irrigated with above-ground temporary irrigation equipment and removed once plantings have established. Irrigation timing and flow should be gradually reduced to naturally occurring rainfall after the first three months. Landscaping shall be conducted under the direction of a qualified landscape designer or landscape architect.* • *All construction and erosion control materials shall be removed from the construction site after work is completed unless needed for temporary stabilization. If materials are necessary after construction, contractor or owner's representative shall designate a future removal time.* ***Mitigation Measure 3.3-9:*** *Deed restrictions shall be placed on the parcels of residential lots 1, 9, 20, and 21 to ensure that private residential use of the property does not impact the nearby wetland, as follows:* • *A fence shall be installed along the property lines of each of these parcels capable of preventing access to the aquatic features by homeowners, or other individuals.* • *A bioswale with a three-foot minimum width and French drain or similar structure shall be installed inside the residential property along the entire length of fencing in a manner that ensures capture and detention of any irrigation or storm runoff.* ***Mitigation Measure 3.3-10:*** *The on-site open space areas shall be effectively*	El Dorado County Planning Department El Dorado County	Prior to approval of improvement plans Prior to approval of	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	managed by a Homeowner's Association (HOA) that is capable of creating and enforcing the following conditions, covenants, and restrictions (CC&Rs) in perpetuity and without an option to arbitrarily and unilaterally dilute these CC&Rs in the future. The HOA shall also be required to provide ongoing funding for management and maintenance of wetlands and riparian areas. *The following shall be employed in order to protect resources while also installing these amenities in a controlled fashion:* • *The HOA shall prepare an approval process for special uses that includes preparation and review of improvement plans.* • *Plans for proposed special uses shall include perimeter buffer zones such as bioswales or hedge plantings that impede, detain, and filter surface runoff.* • *Any use of a potential pollutant within designated open space shall be set back from aquatic resources by a minimum of 50 feet and be reviewed by El Dorado County or a qualified professional capable of understanding potential pollutant impacts and reviewing improvement plans. Qualified professionals include licensed civil engineers or landscape architects.* • *Any ground disturbance within open space, regulated under the County's grading ordinance, shall require a permit prior to grading.* • *Any agricultural use of open space, such as vineyards regulated by the Regional Water Quality Control Board under the irrigated lands program, shall first obtain approval from the agency and abide by any associated requirements, including additional setbacks prior to installation and operation.* *Additionally, the HOA shall be the designated manager of the open space areas and as such shall be ultimately responsible for ensuring that passive uses are carried out in harmony with adjacent aquatic resources. The following measures shall be implemented in order to provide the HOA with the tools it needs to carry out its long-term responsibilities related to these*	Planning Department	improvement plans, and during the lifetime of the project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	resources: • *Prior to the public use/access of open space areas, a formal Open Space Management Plan shall be prepared by a qualified professional and included with management and maintenance schedules in the HOA CC&Rs.* • *A qualified biologist shall be annually engaged to monitor the ecological health of these on-site aquatic resources and direct specific maintenance activities to minimize establishment of invasive or nonnative species. The biologist shall also ensure that activities in Open Space areas have not occasioned to affect any wetland or riparian area.*			
Impact 3.3-10: Project implementation may result in conflicts with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	***Mitigation Measure 3.3-11:*** *Pursuant to El Dorado County's General Plan Policy 7.4.4.4, the project shall mitigate on-site for removed oak woodland canopy using the County's required ratio of 200 one-gallon oak trees per acre of canopy impacted or 600 locally-sourced acorns per acre of canopy impacted. Replanting shall be consistent with the Woodland Canopy Analysis, Preservation, and Replacement Plan for Vineyards at El Dorado Hills and shall include the following measures:* • *Replacement Planting Location: Tree Replacement Area A shall be given priority for replacement planting.* • *Installation Monitoring: The monitoring process will include meeting with the installation staff and verifying the planting plans and plant material, the steps to be followed during the installation, irrigation design and installation, and the site maintenance. Tree or acorn selection and placement shall be in accordance with Appendix B of the Woodland Canopy Analysis, Preservation, and Replacement Plan for Vineyards at El Dorado Hills. Installation of trees or acorns shall be in accordance with the Tree Planting Specifications established in Appendix A of the Woodland Canopy Analysis, Preservation, and Replacement Plan for Vineyards at El Dorado Hills.* • *Acorn Monitoring – Years 1 through 15: The replacement acorns*	El Dorado County Planning Department	Prior to approval of improvement plans	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	shall be maintained to achieve oak canopy coverage at a density and acreage equal to the canopy coverage removed within 15 years from the date of planting. If the project plants replacement acorns, the project shall be monitored regularly by a qualified professional, with quarterly monitoring for the first year, bi-annual monitoring the second year, and annual monitoring the third year through fifteenth years. • *Tree Monitoring – Years 1 through 15: The replacement trees shall be maintained to achieve oak canopy coverage at a density and acreage equal to the canopy coverage removed within 10 years from the date of planting. If the project plants replacement saplings or trees, the project shall be monitored regularly by a qualified professional, with quarterly monitoring for the first year, bi-annual monitoring the second year, and annual monitoring the third year through tenth years.* • *Monitoring – Significant Events: If any significant events such as a significant storm with large hail, heavy snow, or fire occur occur during the 10-year (replacement tree) or 15-year (replacement acorn) monitoring period, the site shall be monitored within two weeks of the significant event to check for severity of damage and to implement appropriate measures to maintain or replace trees, if necessary.* • *Maintenance: Maintenance shall be performed in accordance with Appendix A, Paragraph 10, and Appendix C of the Woodland Canopy Analysis, Preservation, and Replacement Plan for Vineyards at El Dorado Hills.* ***Mitigation Measure 3.3-12*** *Prior to any construction activities, the project applicant shall develop a detailed tree preservation plan that identifies trees to be retained that incorporates and addresses the tree protection measures identified in Appendices C and D of the Oak Woodland Canopy Analysis, Preservation, and Replacement Plan for Vineyards at El Dorado Hills dated February 28, 2018.*	El Dorado County Planning Department	Prior to any construction activities	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
CULTURAL AND TRIBAL RESOURCES				
Impact 3.4-1: Project implementation has the potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5	***Mitigation Measure 3.4-1:*** *Prior to site disturbance, the Live Oak School resource, including Live Oak School and associated features, shall be further examined and fully documented with a historic building report. This effort shall include any data retrieval from areas in the vicinity of the resource that will not be within Lot C (permanent open space), updated site forms prepared to address any additional features identified in association with the resource, and preparation of a map identifying the location of features associated with this resource. The historic building report shall identify the steps necessary to stabilize and preserve the school building by an engineer who specializes in the evaluation and preservation techniques for historic buildings. The historic building report shall be submitted to the County Planning Department for review and approval.* *If the County determines, based on the historic building report, that the school building can be feasibly stabilized and preserved, a management plan shall be developed for the resource to address both short-term and long-term effects of the project, including: providing for initial funding to stabilize or restore the building and ongoing funding to maintain the building; identifying methods to secure the building to address potential impacts created by development of the project and from persons in the vicinity of this resource; and establishing a mechanism to manage and oversee the continued maintenance and preservation of the school building. The management plan shall be submitted to the County Planning Department for review and approval.* *If the County determines, based on the historic building report, that the school building cannot be feasibly stabilized and preserved, the resource shall be fully documented with the preparation of a Historic American Building Survey report, which shall include large scale photography. The Historic American Building Survey report shall be submitted to the County Planning Department for review and approval.* ***Mitigation Measure 3.4-2:*** *Prior to site disturbance, the Coloma Road resource shall be further examined and fully documented with a complete California Department of Parks and Resources site form. This effort shall include re-surveying the old Coloma Road route by qualified archaeologists*	El Dorado County Planning Department El Dorado County Planning Department Qualified	Prior to site disturbance Prior to site disturbance	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	including use of a metal detector to check for related artifacts or features, preparation of a field map documenting the route and features of the roadway, and large-scale photographs of any physical evidence found of the route.	archaeologist		
	Mitigation Measure 3.4-3: *Prior to any ground-disturbing activities on the project site, a qualified archaeologist shall conduct pre-construction worker cultural and paleontological resources sensitivity training. The training session shall focus on the recognition of the types of historical, cultural, including Native American, and paleontological resources that could be encountered on the project site, procedures to be followed if resources are found, and pertinent laws protecting these resources. Representatives from the Shingle Springs Band of Miwok Indians and the United Auburn Indian Community shall be invited to attend the training. Representatives from the Shingle Springs Band of Miwok Indians and the United Auburn Indian Community shall be invited to monitor ground-disturbing activities during construction and shall be provided with any safety requirements that shall be followed during any ground-disturbing and construction activities.*	El Dorado County Planning Department Represent-atives from the Shingle Springs Band of Miwok Indians and the United Auburn Indian Community	Prior to any ground-disturbing activities on the project site	
	Mitigation Measure 3.4-4*: If any cultural resources, including historic or Native American artifacts, or other indications of archaeological resources are found during site preparation, grading, and construction activities, all work shall be halted immediately within a 200-foot radius of the discovery until an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, has evaluated the find(s) and until the Shingle Springs Band of Miwok Indians and the United Auburn Indian Community have been contacted and invited to review and document the find.* *Work shall not continue at the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the NRHP or CRHR; 3) not a significant Public Trust Resource; 4) adequate information has been collected to document the resource and the resource may be avoided and preserved in place or removed or reburied under the supervision of a qualified archaeologist; or 5) for*	El Dorado County Planning Department Qualified archaeologist Represent-atives from the Shingle Springs Band of Miwok Indians and the United Auburn Indian Community	If any cultural resources, including historic or Native American artifacts, or other indications of archaeological resources are found during site preparation, grading, and construction	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Native American finds, that the resource has been reburied (based on the recommendation of the Shingle Springs Band of Miwok Indians during AB 52 consultation) within the permanent open space lot (Lot A, B, C, D, or E) that is closest in location to the find under the supervision of a qualified Native American monitor at the project applicant's expense.		activities	
Impact 3.4-2: Project implementation would not cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, a significant tribal cultural resource, as defined in Public Resources Code §21074	*Implement* ***Mitigation Measure 3.4-3 and 3.4-4.***	See Mitigation Measures 3.4-3 and 3.4-4	See Mitigation Measures 3.4-3 and 3.4-4	
Impact 3.4-3: Project implementation has the potential to directly or indirectly destroy a unique paleontological resource	***Mitigation Measure 3.4-5:*** *If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, El Dorado County shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.*	El Dorado County Planning Department Qualified paleontologist	If paleontological resources are discovered during the course of construction	
Impact 3.4-4: Project implementation has the potential to disturb human remains, including those interred outside of formal cemeteries	***Mitigation Measure 3.4-6:*** *If human remains are discovered during the course of construction during any phase of the project, work shall be halted at the site and at any nearby area reasonably suspected to overlie adjacent human remains until the El Dorado County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, either of the following steps will be taken:* • *The coroner shall contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner shall make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the*	El Dorado County Planning Department El Dorado County Coroner Native American Heritage Commission	If human remains are discovered during the course of construction	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. • *The landowner shall retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs:* o *The Native American Heritage Commission is unable to identify a descendent.* o *The descendant identified fails to make a recommendation.* o *El Dorado County or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.*			
GEOLOGY AND SOILS				
Impact 3.5-2: Implementation and construction of the proposed project may result in substantial soil erosion or the loss of topsoil	***Mitigation Measure 3.5-1:*** *Prior to clearing, grading, and disturbances to the ground such as stockpiling, or excavation, the project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed as effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. Final selection of BMPs will be subject to approval by El*	El Dorado County Planning Department Regional Water Quality Control Board	Prior to clearing, grading, and disturbances to the ground such as stockpiling, or excavation	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Dorado County and the RWQCB. The SWPPP shall be kept on site during construction activity and shall be made available upon request to representatives of the RWQCB.			
Impact 3.5-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water	***Mitigation Measure 3.5-3a:*** *The project applicant shall comply with the following to ensure that the septic system proposed for each residential lot is adequate and can be accommodated on the proposed lot:* • *Prior to approval and recommendation of the Final Map, the project proponent shall demonstrate to the satisfaction of the County Environmental Health Department that the recommendations of the Septic Feasibility Study are implemented, including additional exploration to be conducted to demonstrate the feasibility of the on-site sewage disposal for each lot in the proposed project area. The project proponent shall demonstrate that the disposal area for each lot is consistent with the sizing requirements identified in the subsequent exploration and that each lot size is adequate to comply with the County's requirements, including setbacks, for an on-site septic system.* • *Prior to the issuance of a building permit the project proponent shall demonstrate to the satisfaction of the County Environment Health Department that the requirements of the County, including conformance with the County Code and the County's Design Standards for the Site Evaluation and Design of Sewage Disposal Systems are met.*	El Dorado County Environment Health Department	Prior to approval and recommend-ation of the Final Map; and Prior to the issuance of a building permit	
HAZARDS AND HAZARDOUS MATERIALS				
Impact 3.7-1: The project may have the potential to create a significant hazard through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the	***Mitigation Measure 3.7-1:*** *If any underground septic tanks, fuel tanks, or wells are uncovered from past site uses during construction, the project proponent shall retain an environmental professional to assist with the removal consistent with the El Dorado County Environmental Management Department regulations, including the Underground Storage Tank Ordinance, Underground Storage Tank Closure Application requirements and Well Permit Application requirements. Any well abandonment work shall be completed by a C-57 State licensed well contractor.*	El Dorado County Environmental Management Department	If any underground septic tanks, fuel tanks, or wells are uncovered from past site uses during	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
environment			construction	
	Mitigation Measure 3.7-2: *The applicant shall hire a qualified consultant to perform additional testing prior to the issuance of grading permits or demolition permits for construction activities in areas that have been deemed to have potential hazardous conditions present, which include the schoolhouse, barn, pumphouse, and associated outbuildings located in the southwest area of the site, and the residence and outbuildings in the southeast area of the site.* *The intent of the additional testing is to investigate whether any of the buildings, facilities, or soils contain hazardous materials. If asbestos-containing materials and/or lead are found in the buildings, a Cal-OSHA certified ACBM and lead based paint contractor shall be retained to remove the asbestos-containing materials and lead in accordance with EPA and California Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. The ACBM and lead shall be disposed of properly at an appropriate offsite disposal facility. If surface staining is found on the project site, a hazardous waste specialist shall be engaged to further assess the stained area.*	El Dorado County Planning Department	Prior to issuance of grading permits of demolition permits for construction activities in areas that have been deemed to have potential hazardous conditions present, which include the schoolhouse, barn, pumphouse, and associated outbuildings located in the southwest area of the site, and the residence and outbuildings in the southeast area of the site	
	Mitigation Measure 3.7-3: *The applicant shall work with the Home Owners' Association (HOA) or its designee to create a plan for operation of the on-site vineyard which specifies, among other topics, who would be responsible for*	El Dorado County	Prior to	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	ensuring that operation of the vineyard complies with all applicable County and State regulations regarding pesticide and herbicide control and application, pest control, runoff management, and any other relevant topics. Potentially applicable regulations, forms, and/or permits which the applicant and/or HOA may need to comply with include: Agricultural Grading Application, Restricted Materials Pesticide Permit, Small Farm Irrigation Rate Application, Agricultural Pest Control Adviser County Registration Form, and Registration and Fieldworker Safety Requirements for Farm Labor Contract. The applicable regulations would depend on the ultimate design and use of the on-site vineyard (i.e., the ultimate size of the vineyard, and the ultimate use of the harvested materials). The operation plan shall be submitted to the El Dorado and Alpine Counties Department of Agriculture Weights and Measures for review and approval. The operation plan may be amended from time to time and shall be submitted to the Agriculture Department for review and approval of any substantive amendments. The HOA formation documents shall require the HOA to implement and abide by the operations plan.	Planning Department	operation of the project	
Impact 3.7-5: The project has the potential to expose people or structures to a risk of loss, injury or death from wildland fires	***Mitigation Measure 3.7-4:*** *The Wildland Fire Safe Plan (Vineyards at El Dorado Hills Draft EIR, Appendix G.1.) shall be adhered to throughout all phases of project construction, development, and operation.* *All improvement plans submitted for the project shall incorporate the applicable measures of the Wildland Fire Safe Plan as described below.* ***Grading Plans (site preparation)*** *– All grading plans shall incorporate the requirements of the Wildland Fire Safe Plan. It is noted that the Wildland Fire Safe Plan improvements may be phased and completed in conjunction with grading and site preparation efforts for individual phases of the project, but shall be completed for all open space areas abutting residential lots associated with an individual phase.* ***Grading and Improvement Plans (individual residential lots).*** *All grading and improvement plans shall be consistent with the Wildland Fire Safe Plan and applicable state and local regulations and shall be submitted to the El Dorado Hills Fire Department and El Dorado County for review and approval.*	El Dorado Hills Fire Department and El Dorado County	Throughout all phases of project construction, development, and operation	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	***Individual Homeowner Responsibility**. All purchasers of residential lots shall be provided with a copy of the Wildland Fire Safe Plan and shall sign an agreement to comply with the requirements of the Wildland Fire Safe Plan and applicable requirements of federal, state, and local regulations. This requirement shall be recorded against the property and shall apply to all subsequent property owners and shall include the following specifications.* *A. Property shall be landscaped and maintained in perpetuity consistent with the fuel clearance and maintenance requirements described in the Wildland Fire Safe Plan.* *B. All improvement plans, building permits, grading permits, and any fencing and access improvements (driveways, gates, etc.) shall be consistent with the the Wildland Fire Safe Plan and any applicable laws and regulations. Such permits and plans shall be submitted to El Dorado Hills Fire Department and El Dorado County for review for compliance with the Wildland Fire Safe Plan and applicable laws and regulations.* ***Homeowner Association Responsibility**. The Homeowner Association, or other entity identified to the satisfaction of the County of El Dorado, shall be responsible for maintaining the fuel hazard reduction zones in the common open space areas and along the road. The common open space lots shall be maintained annually consistent with the Wildland Fire Safe Plan and any applicable requirements of state and local law. Maintenance shall include, but not be limited to:* *A. Annually by June 1st, cut or remove all grass and brush to a 2" stubble within 50' along the inner property lines adjacent to the residential lots and 10' along streets/trails and 100' along Malcolm Dixon Road adjacent to the project perimeter.* *B. Remove all gray pines, all dead trees, and all fallen dead trees and dead tree limbs within 100' of all property lines.* *C. Remove all dead limbs from live trees that are within 10' of the ground.*			

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	D. Limb all trees within 30' of the inner property lines at least 8' above the ground as measured on the uphill side of the tree. *E. Open space areas may be landscaped and irrigated. Natural areas will follow the open space guidelines for fuel treatment.* *F. Maintain the oaks in the open space areas as to the following specifications: (a) remove all dead limbs and stems and (b) cut off green stems at 8' above the ground that arch over and are growing down towards the ground. Measure from the uphill side of the tree to determine the appropriate height.* *G. Permanent wet areas within the open space lots may be allowed to have a variety of vegetation provided the wet areas are isolated with a fuel hazard reduction zone if outside of an existing fuel hazard reduction zone.* *H. The Homeowner Association shall coordinate with the El Dorado Hills Fire Department for review of the Wildland Fire Safe Plan within five years to determine its adequacy. Any modifications required by the El Dorado Hills Fire Department shall be implemented as necessary.*			
HYDROLOGY AND WATER QUALITY				
Impact 3.8-1: The proposed project has the potential to violate water quality standards or waste discharge requirements during construction	*Implement **Mitigation Measure 3.5-1** (from Section 3.5 Geology and Soils).*	See Mitigation Measure 3.5-1	See Mitigation Measure 3.5-1	
Impact 3.8-5 The proposed project has the potential to otherwise substantially degrade water quality	*Implement **Mitigation Measure 3.5-1** (from Section 3.5 Geology and Soils) and **Mitigation Measure 3.3-7, 3.3-8, and 3.3-9** (from Section 3.3 Biological Resources).*	See Mitigation Measures 3.5-1, 3.3-7, 3.3-8, and 3.3-9	See Mitigation Measures 3.5-1, 3.3-7, 3.3-8, and 3.3-9	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
NOISE				
Impact 3.9-2: Construction of the proposed project may generate unacceptable noise levels at existing receptors	***Mitigation Measure 3.9-1:*** *The construction contractor shall employ noise-reducing construction practices so that construction noise does not exceed construction noise standards specified in County General Plan Table 6-5, to the extent feasible.* • *Measures that may be used to limit noise include, but are not limited to, the following:* • *Prohibiting noise-generating construction activity between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and 5:00 p.m. to 8:00 a.m. on weekends and federally recognized holidays.* • *Locating equipment as far as feasible from noise sensitive uses.* • *Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.* • *Not idling inactive construction equipment for prolonged periods (i.e., more than 2 minutes).* • *Prohibiting gasoline or diesel engines from having unmuffled exhaust.* • *Scheduling construction activities and material hauling that may affect traffic flow to off-peak hours and using routes that would affect the fewest number of people.* • *Using noise-reducing enclosures around noise-generating equipment (minimum 15 dB insertion loss).* • *Constructing temporary barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier*	El Dorado County Planning Department	During construction activities	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	features (terrain, structures) to block sound transmission. *The use of these noise-reducing construction practices shall be noted on the project Improvement Plans.*			
TRANSPORTATION AND CIRCULATION				
Impact 3.11-1: The proposed project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system for intersections	***Mitigation Measure 3.11-1:*** *Prior to issuance of building permits for the project, the project applicant shall pay the applicable TIM fees towards the improvement of the Green Valley Road at El Dorado Hills Boulevard/Salmon Falls Road intersection (Capital Improvement Program Project #73151).*	El Dorado County Planning Department	Prior to issuance of building permits for the project	
	Mitigation Measure 3.11-2: *Prior to ~~approval of Improvement Plans~~ the start of construction of residential units (e.g. issuance of building permits) associated with the tentative subdivision map phase containing the 11th single family residence, the project proponent shall construct a two-way left-turn lane ~~shall be construction~~ along Green Valley Road in the immediate vicinity of the Green Valley Road at Loch Way intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. This improvement shall be reflected on the Improvement Plans, subject to review by the County ~~Planning~~ Department of Transportation. The project shall cause plans to be prepared, subject to review and approval by the County Engineer, and enter into a Road Improvement Agreement with County for such work.*	El Dorado County Planning Department	Prior to issuance of the building permit for the 11th single family residence	
	Implementation of this measure shall comply with all applicable mitigation measures for construction and ground-disturbing activities, including but not limited to Mitigation Measure 3.3-7, Mitigation Measures 3.2-2, 3.2-3, and 3.2-4, Mitigation Measures 3.3-4, 3.3-5, and Mitigation Measure 3.3-7, and Mitigation Measure 3.3-11, and shall be consistent with the County's Design and Improvements Standards Manual and the Drainage Manual standards.	El Dorado County Planning Department	Prior to issuance of the building permit for the 9th single family	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Mitigation Measure 3.11-3: *Prior to ~~approval of Improvement Plans~~ the start of construction of residential units (e.g. issuance of building permits) associated with the tentative subdivision map phase containing the 9th single family residence, the project proponent shall fully fund improvements that restrict the southbound left-turn movement at the Green Valley Road at Chartraw Road intersection~~ shall be restricted~~. Th~~is restriction shall be achieved by~~ funding shall be adequate to either 1) construct~~ing~~ a median curb along Green Valley Road, 2) ~~by~~ construct~~ing~~ an island along the Chartraw Road approach. As a result of this turn restriction, those vehicles originally making the subject southbound left-turn would be rerouted to the Green Valley Road/Malcom Dixon Road intersection.* *This improvement shall be included in the Capital Improvement Program as a funded project. The County shall monitor this intersection and construct the improvements at such time that the intersection triggers the following delays: 2.8 seconds in the AM peak hour (48.3 seconds southbound) or 1.5 seconds in the PM peak hour (71.2 seconds southbound).* *~~This improvement shall be reflected on the Improvement Plans, subject to review by the County Planning Department.~~* *Implementation of this measure shall comply with all applicable mitigation measures for construction and ground-disturbing activities, including but not limited to Mitigation Measures 3.2-2, 3.2-3, and 3.2-4 and Mitigation Measures 3.3-4 and 3.3-5, and shall be consistent with the County's Design and Improvements Standards Manual and the Drainage Manual standards.*		residence	

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