



PLANNING AND BUILDING DEPARTMENT

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August 18, 2021

TO: Interested Parties

FROM: Tom Purciel, Associate Planner, County of El Dorado

SUBJECT: Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR) for the Dorado Oaks Tentative Subdivision Map Project (State Clearinghouse Number 2019071041)

Notice is hereby given that the County of El Dorado, as the Lead Agency, has released a Draft Environmental Impact Report (Draft EIR) for the **Dorado Oaks Tentative Subdivision Map** (“project”) (County File Nos. Z19-0005/TM18-1538/PD19-0005/DA20-0002). The County has issued this Notice of Availability (NOA) to members of the public, Responsible Agencies, Trustee Agencies, federal agencies, transportation planning agencies, interested parties and other agencies with facilities that may be affected by the project. In accordance with the California Environmental Quality Act (CEQA), Responsible Agencies are those public agencies, other than the County, that also have a role in approving or carrying out the project.

As detailed further below, a portion of the project would also include improvements within the right-of-way (ROW) and adjoining areas of State Route 49 (SR-49)/Pleasant Valley Road. These improvements are required to provide access to and from the proposed Subdivision site. The California Department of Transportation (Caltrans) has delegated lead agency status for the portion of the project within the Caltrans ROW. Accordingly, Caltrans will act as a Responsible Agency for the project. As such, both the proposed Dorado Oaks Tentative Subdivision Map and the proposed SR-49/Pleasant Valley Road intersection improvements have been considered as a single project in the EIR. However, for purposes of clarity and to facilitate subsequent Caltrans review of project components under their jurisdiction, the Dorado Oaks Subdivision project component and the SR-49 intersection project component are described separately. The location, project description, and project entitlement requests are described further below.

PUBLIC REVIEW PERIOD

The Draft EIR has been released for a 60-day public comment period beginning on **August 18, 2021 and ending October 18, 2021**. All written and public agency comments on the Draft EIR must be received by 5:00 PM on **October 18, 2021**.

Comments should be submitted in writing to the attention of **Tom Purciel, El Dorado County Planning and Building Department – Planning Division, 2850 Fairlane Court, Placerville, CA 95667.** Comments may be submitted via email to dorado_oaks@edcgov.us. Comments submitted via email must either be included in the body text of the message or as an attachment in Microsoft® Word or Adobe® PDF format. Comments may also be submitted via fax to (530) 642-0508 or delivered in person and directed to: El Dorado County Planning and Building Department - Planning Division, **Attention: Tom Purciel.** Please include the name of the contact person of your agency, if applicable.

Please limit your comments to the issues addressed in the Draft EIR and the potential environmental impacts that may result from project implementation related to those issues. Keep in mind that comments should focus on the potential environmental impacts of the project based on the Draft EIR, and not the positive or negative attributes of the project itself. Comments pertaining to the impact analysis, criteria and thresholds, mitigation measures, and alternatives presented in the Draft EIR will be considered by the County during preparation of a Final EIR. The Final EIR will include copies of the comments received on the Draft EIR, and the County’s responses to those comments.

WHERE TO VIEW THE DRAFT EIR

The Draft EIR is available for review at the locations listed below. The document can also be downloaded and viewed online at the internet locations listed.

Hard copies of the Draft EIR can be viewed at the following locations:

<p>El Dorado County Planning and Building Department 2850 Fairlane Court, Building C Placerville, CA 95667</p>	<p>El Dorado County Main Library 345 Fair Lane Placerville, California 95667</p>	<p>El Dorado County El Dorado Hills Library 7455 Silva Valley Pkwy. El Dorado Hills, CA 95762</p>	<p>El Dorado County Cameron Park Library 2500 Country Club Drive Cameron Park, CA 95682</p>
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The Draft EIR and supporting materials can also be found online at the following locations:

Planning Department Website:

<https://www.edcgov.us/Planning/>

Governor’s Office of Planning and Research

<https://ceqanet.opr.ca.gov/2019071041/2>

PROJECT INFORMATION

Project Name/Applications: Dorado Oaks Tentative Subdivision Map, County File Nos. Z19-0005/TM18-1538/PD19-0005/DA20-0002

Project Applicant: Stonehenge Springs LLC
2700 South Azusa Avenue
West Covina, CA 91792

Project Location: The project site is located approximately three miles south of the city of Placerville and 40 miles east of the city of Sacramento in unincorporated El Dorado County, California. The project site consists of approximately 142.3 acres and is located on the west side of Faith Lane, approximately 500 feet south of the intersection with Pleasant Valley Road/State Route 49 in the El Dorado and Diamond Springs Community Region. The project site is identified as Assessor’s Parcel Numbers (APNs) 054-402-018, 329-301-015, 329-301-020, 329-310-010, 329-310-011 and

329-310-012. The site is located at approximately 38°41'02.5"N, 120°49'08.9"W.

Entitlement Requests:

The Dorado Oaks Subdivision consists of the following entitlement requests:

1. A Rezone (Application # Z19-0005) of an approximately 18.1-acre portion of the approximately 142.5-acre project site from Residential, Multi-Unit (RM) to Residential, Multi-Unit - Planned Development (RM-PD), in accordance with the El Dorado County Zoning Code.
2. A Phased Tentative Subdivision Map (Application # TM18-1538), to subdivide the property into 14 Large Lots for financing and phasing purposes, 156 single-family lots ranging in size from 6,000 square feet to approximately 24,000 square feet, 225 multi-family lots ranging in size from approximately 2,000 square feet to 7,170 square feet; one single-family lot of approximately 6.4 acres; seven roadway lots; and 18 open space/landscape lots open space/landscape lots in accordance with the El Dorado County Subdivision Ordinance.
3. A Planned Development Permit (Application # PD19-0005) to establish an official Development Plan for the Dorado Oaks Subdivision that includes modification to front yard setback standards in the RM zone district for 225 multi-family lots on an 18.1-acre portion of the project site in accordance with the El Dorado County Zoning Code.
4. A Development Agreement (Application# DA20-0002) between the County and the project applicant.
5. Lot line adjustments along portions of the site's eastern boundary to correct a series of inadvertent encroachments and lot line errors from adjoining properties and structures onto the proposed subdivision site.

Project Description:

The project consists of on-site improvements ("Dorado Oaks Tentative Subdivision Map Site") and off-site improvements ("State Route 49 Intersection Area" and the "Optional Fowler Lane Improvement Area") related to a proposed 382-lot residential subdivision. Proposed work at all three locations is collectively referred to as the "project". Proposed development in each area is described below.

Dorado Oaks Subdivision Site

This component of the project would provide for development of residential uses on a series of parcels that cover a combined area of approximately 142.5 acres. In addition to the proposed residential and open space lots, other components of the project include:

- On-site roadway improvements to facilitate circulation within the development (approximately 18.5 total acres).
- Provision of a 3.1-acre public park site.
- On-site infrastructure improvements relating to potable water delivery, wastewater conveyance, storm drainage, electric, propane, and communications.
- Provision of four public vehicular access points and one or two emergency vehicle access points to and from the project site to existing adjoining roadways:
 1. Faith Lane, connecting to SR-49/Pleasant Valley Road and providing primary

access at the north end of the project site.

2. Faith Lane/Argonaut Drive, connecting to Argonaut Drive on the west side of the project.
3. “C” Street, connecting to Fowler Lane on the northeast side of the project site.
4. “D” Street, connecting to Crystal Drive/Tullis Mine Road on the northwest side of the project site.
5. Two emergency vehicle access options are under consideration, the first deriving from the southern terminus of “G” Street and exiting the subdivision site to the southwest, connecting to Antares Drive. The second emergency access option would derive from “H” Court and connect to Fowler Lane. If selected, the Fowler Drive option could require offsite widening of the southerly offsite portions of Fowler Drive to meet County Fire Department requirements.

State Route 49/Pleasant Valley Road Intersection Area

This component of the project would provide access to the Dorado Oaks Subdivision site from State Route (SR) 49, also known as Pleasant Valley Road. Two intersection options/alternatives have been evaluated:

- Option A: a four-way roundabout at the intersection of China Garden Road/SR-49, to the east of Faith Lane.
- Option B: Realignment of the existing Faith Lane alignment westwards to connect with Silver Drive, and installation of two coordinated signals at the intersections of Silver Drive/SR-49 and China Garden Road/SR-49.

For purposes of the analysis, the entirety of these two areas were considered collectively as the “State Route 49 Intersection Area.” Both of the above options also included a study area buffer extending 50 feet on either side of each option’s edge-of-pavement improvements. Ultimately, only one of these options/alternatives would be selected for construction, but both of the options/alternatives were evaluated in this Draft EIR.

Optional Fowler Lane Improvement Area

In addition to the four public points of access to the Dorado Oaks Subdivision site described previously, emergency vehicle access to and from the site would be provided via dedicated emergency-only roadways at the southern end of the subdivision site. Two options are under consideration to provide this access, and one or both of the options would be implemented as part of the project’s construction. The first option would come off of “G” Street near the southern end of the subdivision site and travel southwesterly to connect with Antares Drive. Construction of improvements for this option would all occur on the subdivision site, and no offsite improvements would be required, except for the tie-in with Antares Drive. The second option would come off of “H” Court, but would exit the subdivision site near its southeastern corner and connect with Fowler Lane. If the Fowler Lane option were selected as the sole point of emergency access, the Antares Drive emergency access option described above would likely not be constructed, and the southerly offsite portions of Fowler Lane would likely need to be widened to a minimum 20-foot paved width to meet County Fire Department requirements. In all, the paved areas

along about 2,600 linear feet (approximately 0.5 mile) of Fowler Lane would need to be widened by anywhere from 2.5 to 10 feet, extending northwards from the interface with “H” Court to a point about 450 feet west of Fowler Lane’s intersection with South Point Road. Should the Antares Drive option be selected as the sole point of emergency access, a gated emergency access connection to Fowler Lane from “H” Court would still be provided, but the aforementioned widening of Fowler Lane and the easement adjustments would not occur.

Environmental Impacts:

The Draft EIR found that the following impacts from development of the project would be significant and unavoidable, even after implementation of all feasible mitigation:

Impact 4.4-1: The project could cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. (Significant and Unavoidable Impact, with Mitigation) (For State Route 49 Intersection Improvement Option A only).

Impact 4.4-4a: The project could cause a cumulative impact to a historical resource as defined in CEQA Guidelines Section 15064.5. (Significant and Unavoidable Impact, with Mitigation) (For State Route 49 Intersection Improvement Option A only).

Impact 4.10-1c: Construction of the proposed project would result in temporary increases in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Significant and Unavoidable Impact, with Mitigation).

Impact 4.10-4: Construction activities for the proposed project combined with cumulative construction noise in the project area would result in a substantial temporary or periodic increase in ambient noise levels in excess of standards established in the General Plan or Noise Ordinance. (Significant and Unavoidable Impact, with Mitigation).

Project Alternatives:

Chapter 5 of the Draft EIR analyzed a range of reasonable alternatives to the project, including the No Project/No Development Alternative (Alternative 1), the SR-49 Roundabout Alternative (Alternative 2), and the SR-49 Signalized Intersection Alternative (Alternative 3). Overall, the analysis found that the SR-49 Signalized Intersection Alternative (Alternative 3), particularly with the Optional Fowler Lane Improvement component of the project deleted, would reduce some of the project’s significant impacts, and would therefore be the Environmentally Superior Alternative for the purpose of analysis.