

FINAL

ENVIRONMENTAL IMPACT REPORT

EL DORADO HILLS SPECIFIC PLAN

State Clearinghouse Number 86122912

prepared for

El Dorado County Community Development Department
Planning Division



Jones & Stokes Associates, Inc.,
Sacramento, CA

July 1988

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July 13, 1988

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Environmental Health Division
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Building Division
Sheriff's Office
Air Pollution Control, Mike Redgrave
Recreation Commission
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Chapter 1

PURPOSE AND FORMAT OF THE FINAL EIR

Under the California Environmental Quality Act (CEQA), El Dorado County is required, after completion of a Draft Environmental Impact Report (EIR), to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the general public with opportunities to comment on the Draft EIR. The county, as lead agency, is also required to respond to significant environmental points raised in the review and consultation process.

This Final EIR has been prepared to respond to the public agency and general public comments received on the Draft EIR on the El Dorado Hills Specific Plan (Specific Plan), which was circulated for public review on October and November 1987. The Draft EIR was also reviewed at the El Dorado County Planning Commission meetings on November 19, 1987, December 10, 1987, and December 23, 1987. A planning commission site visit was conducted on December 14, 1987. Additional comments were received at the El Dorado County Board of Supervisors' meetings held on February 8, February 24, March 3, and March 31, 1988.

This document has been prepared in the form of an attachment or addendum to the Draft EIR as allowed by Section 15146(b) of the State CEQA Guidelines. This document and the Draft EIR, herein incorporated by reference, constitute the Final EIR.

The Final EIR contains the following:

- o Responses to significant environmental comments raised in the Draft EIR review process. Numerous comments were asked about the project and the Specific Plan. These comments are addressed in a separate document because they do not identify environmental concerns.
- o Copies of all written comments received on the Draft EIR through March 1988.

Responses to comments on the Draft EIR have been separated by chapter corresponding to the Draft EIR outline. Some comments have been paraphrased, and similar responses are occasionally cross-referenced to other responses to avoid duplication. Appendix A contains each comment numbered to correspond with the response.

Chapter 2

CHANGES TO THE SPECIFIC PLAN AND CORRECTIONS TO THE EIR

Changes to the Specific Plan

Numerous comments and changes have been incorporated into the Specific Plan. The reader is encouraged to read the Specific Plan.

For example, during the public review process, several comments were made concerning lot sizes and densities in Villages J-1 and J-3, which border Green Springs Ranch. Village J-3 is designated as Ranch Estate (RE) lots, which are four acres in size.

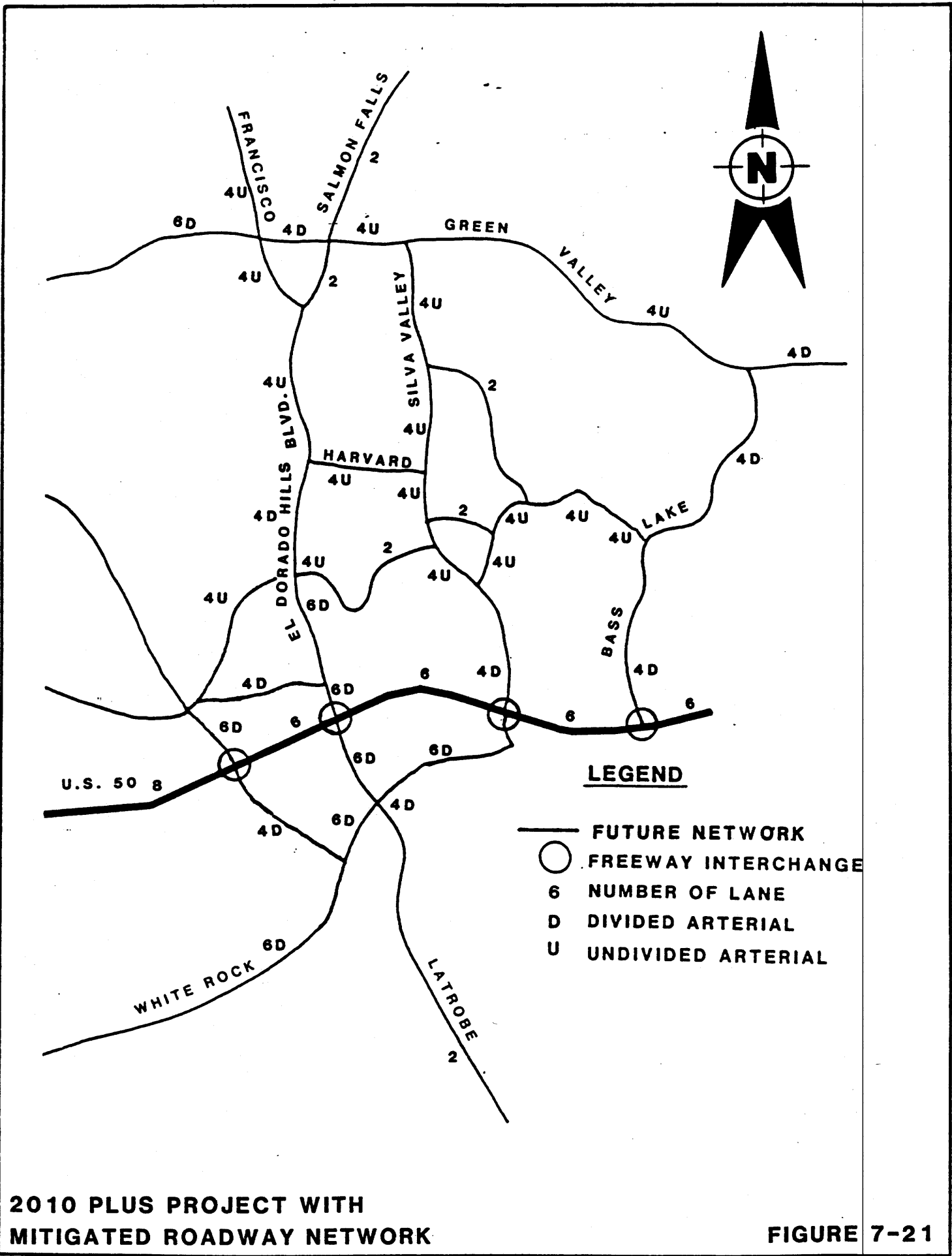
Village J-1 was designated View Estate (VE) lots, which are 1 acre in size. Two options to minimize conflicts with Green Springs Ranch are to design 4-acre parcels as a buffer to Green Springs Ranch and still maintain overall densities in Village J-1, or to require design review on the 1-acre lots. Design review would consider structure location, orientation, grading, preservation of trees, landscaping, fencing location and materials, and other aspects of development. Either one of these options could be required by the county to minimize impacts on Green Springs Ranch.

The El Dorado County Planning Commission recommended a one-lot-deep 4-acre minimum parcel size. This change was incorporated into the Specific Plan.

Corrections to the EIR

Chapter 7, "Transportation," contains an analysis of 2010 Plus Project Condition on page 7-58. Figure 7-21 shows the estimated lane requirements for the major roadways in the study area under this condition. This figure was inadvertently omitted from the Draft EIR.

Numerous comments were made and questions were asked about impacts and mitigation measures for both project-specific impacts and cumulative impacts. Due to the number of comments and changes at the Planning Commission's and Board of Supervisors' meetings, the summary table for project-specific environmental impacts and mitigation measures has been updated (Table 3-1). Likewise, a table summarizing cumulative impacts and mitigation measures has been prepared (Table 3-2).



Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
LAND USE	Conversion of 4,086 acres of agricultural land to urban uses.	Significant and unavoidable	No mitigation is available.	Significant and unavoidable
	Inconsistency between proposed zoning and parcel sizes for Village M and Village C Neighborhood 4.	Potentially significant	No mitigation is necessary because Specific Plan stipulates 4-acre minimum parcel size.	Less than significant
	Spatial relationship of Village T (commercial) and Village Q (residential) could result in land use conflicts.	Potentially significant	Specific Plan policies require buffers between incompatible uses.	Less than significant
	Reduction in the amount of open space in El Dorado Hills.	Less than significant	Specific Plan designates 25 percent of the land as open space.	Less than significant
	Specific Plan consistent with El Dorado County General Plan and El Dorado Hills/Salmon Falls (EDH/SF) Area Plan	Less than significant	No mitigation is necessary.	Less than significant
	Eleven-percent reduction in areawide acreage devoted to grazing.	Less than significant	No mitigation is required.	Less than significant
	Specific Plan designates Clarksville Cemetery as a residential use.	Less than significant	No mitigation is required because county zoning ordinance allows cemeteries as permitted use in a residential zone.	Less than significant
	Spatial relationship of land uses	Less than significant	No mitigation is required due to large amounts of open space, roads, and golf courses.	Less than significant
	Location of residential uses (Village Q) adjacent to Williamson Act land is potentially incompatible and could require special setbacks.	Less than significant	No mitigation is required because majority of uses next to Williamson Act lands are open space or not tangent at two corners.	Less than significant

^a Specific Plan would need to comply with goals, policies, and mitigation measures contained in the EDH/SF Area Plan. The "Level of Significance After Mitigation" assumes that all identified Specific Plan policies and design guidelines are fully implemented at the appropriate design or construction stage of project development. Any deviation could result in less than full mitigation of the impact.

Table 3-1. Continued

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
	Land use conflicts may occur between a portion of Village A and the tangent Tong agricultural preserve.	Potentially significant	Consider a 4-acre minimum parcel size or park site for this portion of Village A.	Less than significant
	Zoning ordinances require special setbacks to protect agriculture if parcel is adjacent to timber land, horticulture, or high-density livestock.	Less than significant	No mitigation is required because parcel is not adjacent to these uses.	Less than significant
	EDH/SF Area Plan requires that densities between residential development shall blend existing development/zoning to the proposed density-Village J.	Potentially significant	Specific Plan will provide a one-lot-deep, 4-acre minimum parcel size land use transition between Village J and Green Springs Ranch, and also between Villages G and C and the Bass Lake Road rural residential area.	Less than significant
POPULATION, HOUSING, AND EMPLOYMENT	An 18- to 23-percent increase over El Dorado County's 1986 population, adding from 19,247 to 24,536 people.	Significant and unavoidable because of the resultant demand on services	No mitigation is available.	Significant and unavoidable.
	The project is inconsistent with the county housing element policy objectives 3 and 10.	Less than significant	No mitigation is required. EDH/SF Area Plan designates 575 acres for multifamily housing, with approximately 75 percent located south of U. S. Highway 50. Specific Plan encourages increased density where topography and slope will accommodate it. This is reinforced by requirements to minimize cut-and-fill slopes, providing an incentive to increase residential densities.	Less than significant
	The project represents a 13.8-percent increase over existing countywide housing, adding 5,688 single-family units and 1,658 multifamily units.	Less than significant	No mitigation is required.	Less than significant

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
	The project would generate a projected total of 3,130 direct, permanent jobs; 1,565 indirect jobs; and over 8,000 person-years of employment.	Less than significant	No mitigation is required.	Less than significant
	The project would generate 3,130 onsite direct jobs with a demand for 2,089 to 2,664 housing units. Development of the Plan Area would slightly improve the projected jobs-to-housing balance in the Highway 50 corridor.	Less than significant	No mitigation is required.	Less than significant
	Provision of additional housing.	Less than significant	No mitigation is required.	Less than significant
<hr/>				
PUBLIC SERVICES				
Water	Implementation of the Specific Plan would generate an estimated water demand of 7.1 million gallons per day; this amounts to over 90 percent of the current yearly entitlement.	Significant and unavoidable because of the need to develop additional water sources	Specific Plan includes provisions for drought-resistant landscaping and the use of treated wastewater and stored drainage water for golf course irrigation. Install water-conserving plumbing fixtures as required by state law. EID should develop additional water sources. Require a water conservation landscape program. Require that all new connections are metered. Consider requiring other water conservation programs. EID should implement planned improvements at the water treatment plant. Specific Plan includes a Public Improvements Financing Plan.	Significant and unavoidable
Wastewater	Wastewater generation would exceed the existing wastewater treatment plant capacity as well as the capacity planned for completion in 1 year. Capacity that is ultimately planned for treatment plant could be insufficient to handle combined flows and expected Plan Area flows.	Significant and unavoidable because volumes would exceed ultimate planned sewage treatment plant capacity	EID should expand treatment capacities as demand warrants. Specific Plan includes a Public Improvements Financing Plan.	Significant and unavoidable

Table 3-1. Continued

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
Solid Waste	Solid waste generated by the project would use 32-40 percent of the landfill's total ton-per-year intake.	Significant	Continued normal expansion of landfill would minimize impacts.	Less than significant
Law Enforcement	Project would require increased expenditures for additional law enforcement personnel and patrol vehicles.	Significant	Provide adequate funding mechanisms for Sheriff's Department personnel and capital improvements. Specific Plan includes a Public Improvements Financing Plan.	Less than significant
Fire Protection	Implementation of the Specific Plan would increase the demand for fire protection services. Development of the Plan Area would increase the potential for wildfires.	Significant	Implement the Fire Department's 10-Year Plan. Landscaping adjacent to open space shall be fire resistant. Specific Plan includes measures regarding fire hazard control.	Less than significant
	Buildout of the Plan Area would provide residential and commercial development fees.	Less than significant	No mitigation is required. The current fee schedule appears adequate to cover capital improvement costs.	Less than significant
Schools	Development of the Plan Area would generate a substantial increase in students at a time when existing schools are at capacity and the project-funded capital improvements are not yet constructed.	Significant	Specific Plan reserves school sites. Select alternative school funding mechanisms and identify timing. Specific Plan includes a Public Improvements Financing Plan.	Less than significant
Parks and Recreation	Increased demand for recreational facilities and possible conflict with community services district standards.	Significant	Specific Plan incorporates various policies regarding parks. Coordinate parkland acreage and facilities with the community services district. Specific Plan includes a Public Improvements Financing Plan.	Less than significant
	Potential conflicts with location and design of bike paths.	Potentially significant	County Department of Transportation to review all paths, including surfacing material, to encourage use.	Less than significant

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
Electrical and Gas Service	Buildout of the Plan Area would create a substantial demand for natural gas and electrical energy.	Less than significant	PGandE indicates that no mitigation is required.	Less than significant
TRANSPORTATION				
	Implementation of the Specific Plan with existing traffic conditions would result in substantial traffic on the following major roadways and intersections:			
	El Dorado County Impacts:			
	- Latrobe Road between U. S. Highway 50 and White Rock Road: LOS F	Significant and unavoidable	Widen Latrobe Road to a six-lane divided arterial. Restrict on- street parking and limit driveway access.	Significant and unavoidable
	- Green Valley Road: LOS F	Significant	Widen between Francisco Drive and Silva Valley Parkway.	Less than significant
	- El Dorado Hills Boulevard: LOS F	Significant	Widen from Harvard Way to U. S. Highway 50.	Less than significant
	- Green Valley Road and Francisco Drive: LOS F	Significant	Improve intersection.	Less than significant
	- El Dorado Hills Boulevard and Harvard Way: LOS F	Significant	Widen El Dorado Hills Boulevard.	Less than significant
	- El Dorado Hills Boulevard and U. S. Highway 50 westbound ramps: LOS F	Significant	Add a new westbound to southbound ramp.	Less than significant
	- El Dorado Hills Boulevard and U. S. Highway 50 eastbound ramps: LOS E	Significant	Widen El Dorado Hills Boulevard.	Less than significant
	- Impacts at all intersections	Significant	Signalize intersections.	Less than significant
	Areawide Impacts:			
	- U. S. Highway 50: LOS F	Significant	Widen to six lanes.	Less than significant

Table 3-1. Continued

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
	- White Rock Road: LOS F	Significant	Widen to four lanes.	Less than significant
	- Green Valley Road: LOS F	Significant	Widen to four lanes.	Less than significant
	Substantial increase in traffic.	Significant	Construct Silva Valley Parkway interchange. Improve El Dorado Hills Boulevard interchange. Update El Dorado Hills traffic impact fee. Adopt and implement transportation system management ordinance. Consider joint powers agreement to finance areawide improvements.	Less than significant
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AIR QUALITY	Project would delay or prevent attainment of the Sacramento Air Quality Management Plan ozone standard.	Significant and unavoidable	County should adopt and implement transportation system management ordinance.	Significant and unavoidable
	Temporary increase in construction-generated pollutants.	Potentially significant	Implement dust-reducing construction practices.	Less than significant
	Increase in particulates from residential stoves and fireplaces.	Less than significant	No mitigation is required because of the relatively low net residential density, the relatively large amount of open space, and the complex terrain of the area.	Less than significant
	Carbon monoxide released by project-related auto traffic would increase but remain below state and federal standards.	Less than significant	Implement planned and recommended roadway improvements. Adopt and implement transportation system management ordinance.	Less than significant
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NOISE	Change in traffic noise levels due to development of Plan Area is considered significant on portions of Silva Valley Parkway, Country Club Drive, Latrobe Road, White Rock Road, El Dorado Hills Boulevard, and Bass Lake Road.	Significant	Prepare an acoustical analysis demonstrating compliance with the HUD noise standards for residential developments located adjacent to U. S. Highway 50 and for county roadways having an average daily traffic of 13,000 or more.	Less than significant

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
	Commercial noise impacts on adjacent residential area.	Significant	Prepare an acoustical analysis for designs and layouts of shopping centers proposed for locations adjacent to existing or planned residential areas.	Less than significant
	Construction noise impacts.	Potentially significant	Limit construction to daytime hours from 7 a.m. to 7 p.m. or sunset, whichever is earlier, Monday through Friday. Fit construction equipment with mufflers or enclosures. Have construction traffic comply with state laws.	Less than significant
	Increased noise from traffic and onsite activities on outdoor uses.	Less than significant	No mitigation is required.	Less than significant
	Exposure of residents to single-event noise levels produced by aircraft from Mather Air Force Base.	Less than significant	No mitigation is required.	Less than significant
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GEOLOGY, SEISMICITY, AND SOILS	Erosion and siltation would increase.	Significant	Specific Plan will comply with the soil conservation measures as required by the El Dorado County Resource Conservation District.	Less than significant
	Four soil series have moderate to high shrink-swell potentials.	Potentially significant	Investigate expansive soil sites.	Less than significant
	Effects of existing spring and wet areas on road and building stability.	Potentially significant	Construct appropriate subdrain systems.	Less than significant
	Regional and site seismicity impacts.	Less than significant	Project would comply with Uniform Building Code. School construction would require site-specific evaluations of school sites.	Less than significant
	Residential development would preclude development of possible mineral resources.	Less than significant	No mitigation is required.	Less than significant

Table 3-1. Continued

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
HYDROLOGY AND WATER QUALITY	Peak-flow discharge would increase by 16 percent.	Potentially significant	Specific Plan incorporates retention ponds to detain peak flows. Specific Plan policies provide buffer zones along Carson Creek.	Less than significant
	Development of project could result in reduced water quality due to the application of fertilizers, pesticides, and herbicides on golf courses and open space areas.	Potentially significant	Avoid long-term water quality impacts by careful management of chemical applications and use of native vegetation wherever feasible. Specific Plan policies preclude the erection of structures and vegetation removal, except for drainage improvement.	Less than significant
	Development would not affect groundwater recharge.	Less than significant	No mitigation is required.	Less than significant
	Change in channel morphology.	Less than significant	No mitigation is required.	Less than significant
	Increased erosion and siltation with resultant water quality degradation.	Potentially significant	Establish a water quality monitoring program with emphasis on turbidity.	Less than significant
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VEGETATION, WILDLIFE, AND AQUATIC RESOURCES			Specific Plan retains 450 acres of public open space in addition to private open space. Specific Plan includes policies to protect oaks, plant native species, retain natural topography, etc.	
Vegetation	Fire management, planting nonnative species, and applying herbicide could convert natural vegetation to undesirable nonnative types. Open space would include dirt roads for fuel breaks and access. Certain land uses can prevent or seriously hamper natural regeneration.	Potentially significant	Augment the Specific Plan Open Space Plan to provide guidelines for removal of vegetation, locations of fuel breaks, control burning techniques, and regeneration of vegetation.	Less than significant

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
Wildlife	Wildlife could be subject to harassment and harm by motor vehicles, dogs, and cats.	Potentially significant	Specific Plan includes policies to enforce leash laws and prohibit motor vehicles in all open space.	Less than significant
	Impacts to wildlife because of rodent control programs in the golf courses and residential open space.	Potentially significant	Avoid the use of poisons for rodent control.	Less than significant
	Fencing can impede movement of wildlife.	Potentially significant	Minimize fencing to permit movement of wide-ranging wildlife.	Less than significant
	Large unbroken tracts of turf or playing fields can impede the movement of wildlife.	Potentially significant	Maximize the amount of vegetation cover in all open space designations.	Less than significant
Vegetation	Loss of annual grassland.	Less than significant	No mitigation is required because of relative abundance, absence of special-status plant species, and because grasslands are dominated by nonnative plant species.	Less than significant
Wildlife	Loss of annual grassland wildlife.	Less than significant	No mitigation is required because of abundance of species and because of low habitat type. Support low density and diversity of wildlife.	Less than significant
Vegetation	Loss of blue oak trees.	Potentially significant	Establish guidelines that limit the amount of oak trees removed and that protect oak trees from construction and landscaping impacts.	Less than significant
Wildlife	Elimination of 54 percent of blue oaks in the Plan Area.	Significant	Retain a minimum of 50 percent of the blue oak woodland in relatively contiguous open space through careful design of the golf courses.	Less than significant

Table 3-1. Continued

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
Vegetation	Direct loss of 305 acres, on 52.8 percent of live oak forest.	Significant	Establish guidelines that limit the amount of oak tree removal and protect oak trees from construction and landscaping impacts; landscape golf course edges, roadsides, and other publicly owned lands with trees and shrubs indigenous to the Plan Area; and develop an oak reestablishment program.	Less than significant
Wildlife	Removal of 52.8 percent of the live oak forest and reduction in density and diversity of wildlife.	Significant	Retain about 50 percent of live oak forest through careful design of golf courses. Plant or permit the establishment of riparian vegetation along creeks and retention ponds, landscape roadways and golf courses with native species, plant vegetation of high value to wildlife, plant trees and shrubs in deficient portions of blue oak woodland, and install artificial water sources.	Less than significant
Vegetation and Wildlife	Loss of creekside habitats and removal of native streamside vegetation.	Significant	Avoid or minimize impacts to creek channels, establish native riparian vegetation after construction, establish 200-foot-wide building setbacks for intermittent creeks in nondevelopable open space, permit the establishment of riparian and wetland vegetation in retention ponds and along watercourses, revegetate disturbed creekside habitats with riparian trees and shrubs indigenous to the area, and establish undeveloped open space. Establish a 200-foot-wide buffer zone (100 feet on each side of the creek) along Carson Creek.	Less than significant
Vegetation	Elimination of freshwater marshes, seepages, and stock ponds.	Less than significant	No mitigation is required because of small acreage, low diversity, and high alteration by livestock.	Less than significant

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
Wildlife	Elimination of freshwater marshes.	Significant	Encourage the development of riparian and marsh vegetation around retention ponds and develop small alternative sources of water on the golf courses or open space areas.	Less than significant
Wildlife	Loss of seeps and stock ponds.	Less than significant	No mitigation is required because seeps and stockponds are degraded.	Less than significant
Vegetation and Wildlife	Loss of serpentine chaparral habitat.	Less than significant	No mitigation is required.	Less than significant
Aquatic Resources	Increased erosion, sedimentation, and short- and long-term water quality impacts.	Potentially significant	Implement precautionary measures during design and construction to minimize stream degradation, and prepare and implement an erosion and sediment control plan.	Less than significant
Aquatic Resources	Construction-related activities may alter stream channel morphology.	Potentially significant	Implement precautionary measures during design and construction to minimize stream degradation.	Less than significant
Aquatic Resources	Streambed scouring may occur in response to flashy runoff.	Potentially significant	Specific Plan incorporates runoff reduction measures.	Less than significant
Vegetation	No special-status plant species.	Less than significant	No mitigation is required.	Less than significant
Wildlife	Impacts to tricolored blackbirds.	Potentially significant	Encourage the development of riparian and marsh vegetation around retention ponds and along watercourses.	Less than significant
	Impacts to southern bald eagle.	Less than significant	No mitigation is required.	Less than significant
	Impacts to peregrine falcon.	Less than significant	No mitigation is required.	Less than significant
	Impacts to mule deer.	Potentially significant	Retain extensive, contiguous tracts of oak forest and blue oak woodland in undeveloped open space, enforce leash laws, and minimize fencing to permit movement of wide-ranging wildlife.	Less than significant

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
CULTURAL RESOURCES	Impacts to bedrock mortars and rock walls.	Less than significant	No mitigation is required; preservation is preferable but not essential.	Less than significant
	Impacts to unknown sites.	Potentially significant	Stop work if cultural resources are uncovered during construction.	Less than significant
	Impacts to Clarksville Cemetery.	Less than significant	No mitigation is required; California law requires that access to a cemetery be provided.	Less than significant
	Impacts to ED-2 (historic), EDH-2, EDH-4, EDH-5 (structures), EDH-8, EDH-11 (pre-historic), EDH-11 (historic), EDH-13, EDH-15, EDH-21 (prehistoric), EDH-23, EDH-24, EDH-25, EDH-28, and EDH-29 (other historic features).	Potentially significant	Require test excavations as a condition of approval on the tentative subdivision maps.	Less than significant
	Impacts to Hall/Richmond Cemetery.	Potentially significant	Protect or relocate.	Less than significant
	Impacts to EDH-26, EDH-29 (Tong Cemetery), and EDH-29 (historic).	Significant	Avoid the sites.	Less than significant
AESTHETICS	Onsite views would be significantly impacted as a result of the change in visual resources.	Significant	Specific Plan includes policies regarding architecture, site development and grading, retaining trees, design guidelines, etc.	Less than significant
	Change in scenic character.	Less than significant	No mitigation is required.	Less than significant
	Impacts to Carson Creek.	Less than significant	No mitigation is required; see "Vegetation, Wildlife, and Aquatic Resources."	Less than significant
	Offsite change in views from U. S. Highway 50, El Dorado Hills Boulevard, and Bass Lake Road.	Less than significant	No mitigation is required.	Less than significant

Table 3-2. Summary of Cumulative Environmental Impacts and Mitigation Measures

Issue Area	Impacts	Level of Significance	Mitigation Measure	Level of Significance After Mitigation
LAND USE	Substantial conversion of land use from vacant or undeveloped to residential, commercial, and industrial uses.	Significant and unavoidable	No mitigation is identified.	Significant and unavoidable
HOUSING	Creation of 17,369 dwelling units, exceeding the 1990 housing goal by 2,597 units.	Less than significant	No mitigation is required.	Less than significant
POPULATION	Substantial growth in population, ranging from an additional 45,507 to 58,012 people.	Significant and unavoidable	No mitigation is identified.	Significant and unavoidable
PUBLIC SERVICES				
Water	Substantial increase in water demand.	Significant and unavoidable because of the need to develop additional water sources.	EID should develop additional water sources. Require water conservation landscape programs. Require all new connections to be metered. Consider requiring other water conservation programs. EIS should implement planned improvements at the water treatment plant.	Significant and unavoidable
Wastewater	Substantial increase in wastewater generation.	Significant and unavoidable	EID should expand treatment capacities as demand warrants.	Significant and unavoidable
Law Enforcement	Substantial increase in law enforcement demands.	Significant	Provide adequate funding mechanisms for Sheriff's Department personnel and capital improvements.	Less than significant

Issue Area	Impact	Level of Significance	Mitigation Measures ^a	Level of Significance After Mitigation
ENERGY CONSERVATION	Increased energy consumption.	Significant	Design subdivisions to facilitate solar use. State law requires compliance with Title 24.	Less than significant

Table 3-2. Continued

Issue Area	Impacts	Level of Significance	Mitigation Measure	Level of Significance After Mitigation
	- Green Valley Road/Salmon Falls Road intersection	Significant	Improve the intersection.	Less than significant
	- El Dorado Hills Boulevard/Harvard Way intersection	Significant	Improve the intersection.	Less than significant
	Substantial increase in traffic at 15 critical intersections	Significant	Signalize the intersections.	Less than significant
	Substantial increase in traffic on the following areawide roadways:			
	- U. S. Highway 50 from east of Bass Lake Road to west of the county line	Significant	Widen to six and eight lanes.	Less than significant
	- White Rock Road from Latrobe Road to west of the county line	Significant	Widen to four lanes.	Less than significant
	- Green Valley Road from Francisco Drive to west of the county line	Significant	Widen to four lanes.	Less than significant
	Substantial increase in traffic throughout El Dorado County	Significant	Update the El Dorado Hills traffic impact fee. Adopt and implement a Transportation System Management Ordinance. Consider adopting a joint powers agreement to finance areawide improvements.	Less than significant
<hr/>				
AIR QUALITY	Potential violations of the 8-hour state and federal standards for carbon monoxide.	Potentially significant	Construct all the transportation improvements.	Less than significant
	Contribute to delay or prevent attainment of the ozone standard.	Significant and unavoidable	County should adopt and implement a transportation system management ordinance.	Significant and unavoidable
	Increase in fugitive dust and particulates.	Potentially significant	Implement dust reducing construction practices.	Less than significant
<hr/>				

Table 3-2. Continued

Issue Area	Impacts	Level of Significance	Mitigation Measure	Level of Significance After Mitigation
Fire Protection	Substantial increase in fire protection services.	Significant	Implement the El Dorado Hills Fire Department's 10-Year Plan.	Less than significant
Schools	Generation of approximately 12,000 students.	Significant	Each project should pay stirring fees and work with school districts as necessary to investigate other funding mechanisms.	Less than significant
Parks	Substantial increase in recreational needs and parkland requirements.	Significant	Coordinate parkland acreage and facilities with the El Dorado Hills Community Services District.	Less than significant
<hr/>				
TRANSPORTATION	Substantial increase in traffic on the following El Dorado County roadways:			
	- Green Valley Road	Significant	Widen Green Valley Road.	Less than significant
	- El Dorado Hills Boulevard	Significant	Widen El Dorado Hills Boulevard.	Less than significant
	- Latrobe Road between U. S. Highway 50 and White Rock Road	Significant and unavoidable	Widen to six lanes. Restrict on-street parking and limit driveway access.	Significant and unavoidable
	- El Dorado Hills Boulevard and U. S. Highway 50 WB ramps	Significant	Reconstruct the interchange.	Less than significant
	- El Dorado Hills Boulevard and U. S. Highway 50 EB ramps	Significant	Reconstruct the interchange.	Less than significant
	- Bass Lake Road and U. S. Highway 50 WB ramps	Significant	Reconstruct the interchange.	Less than significant
	- Bass Lake Road and U. S. Highway 50 EB ramps	Significant	Reconstruct the interchange.	Less than significant
	- Francisco Drive	Significant	Widen Francisco Drive.	Less than significant

Table 3-2. Continued

Issue Area	Impacts	Level of Significance	Mitigation Measure	Level of Significance After Mitigation
NOISE	Increase in traffic noise	Significant	Prepare an acoustical analysis demonstrating compliance with the HUD noise standards for residential developments located adjacent to U. S. Highway 50 and for county roadways having an average daily traffic of 13,000 or more.	Less than significant

Chapter 3

RESPONSES TO COMMENTS

Chapter 1: Introduction

1-1 Comment: (Office of Planning and Research)

The State Clearinghouse submitted the Draft EIR to selected state agencies for review. The review period is closed and the comments of the individual agencies are enclosed.

Response: No response necessary.

1-2 Comment: (Sierra Planning Organization)

Sierra Planning Organization is concerned with the regional impacts of projects and their conformance to local planning needs and objectives. Based on these policies, it has been determined that this project will have no regional impact.

Response: No response necessary.

1-3 Comment: (ECOS)

We believe the defects and omissions in the Draft EIR must be corrected and the revised report recirculated before it can be presented to the County Board of Supervisors for review.

Response: ECOS's comments address the issues of alternatives to the project, transportation, air quality, and cumulative impacts. These comments are addressed in each respective chapter. The primary issue that caused ECOS to believe that the report needed to be recirculated is that the EIR does not include environmental review sufficient to submit for a new interchange at U. S. Highway 50. As stated on page 1-3 of the Draft EIR: "Environmental effects of the interchange are addressed in a separate document currently being prepared for Caltrans and the Federal Highways Administration." See also Comment 7-2.

It is the belief of the EIR preparers that the EIR adequately discusses the impacts of the project. The report does not need to be recirculated.

1-4 Comment: (Edward F. Dolder)

Were it not for a newsclipping mailed by a Sacramento friend to me today I would not have learned that our property, Assessor Parcel No. 086-180-011(0) near El Dorado Hills, is threatened by a proposed freeway interchange.

You have no trouble finding us in Hawaii to get our tax money. Why is it we were not informed of this matter and of the hearings you have had?

I trust you will have this oversight corrected immediately.

Response: It is not known why Mr. Dolder did not know of the project. Mr. Dolder's address has been included in the mailing list for notices of all the public hearings.

Chapter 2: Project Description

2-1 Comment: (Mrs. Tong, Public Hearing)

Please excuse us from the plan. We wish to remain as ranchers. If they put an interchange in at Silva Valley, our family cemetery will be disturbed and our spring destroyed.

Response: The majority of the Tong property has been excluded from the Plan Area. Only that portion encumbered by the interchange has been included. The site-specific environmental impacts of the interchange, such as impacts to the cemetery and spring, are being addressed in the environmental report on the interchange.

2-2 Comment: (Edward F. Dolder)

We have a beautiful 5-acre site on Carson Creek just north of the freeway and, based upon the meager information we obtained from the newsclipping, we are opposed to the proposed (freeway) location by El Dorado Hills Investors.

Response: Comment noted. The EIR for the El Dorado Hills Specific Plan evaluates the general need and general location of an interchange. The site-specific location of an interchange will be addressed in a separate environmental document.

2-3 Comment: (Public Hearing)

The Specific Plan should be revised to show a circle at the interchange location. The circle should indicate the various possible locations of the interchange and also the roads leading to the interchange. There should be some indication of the uncertainty for planning in that area.

Response: Comment noted... The following figure (Figure 1) has been prepared by the El Dorado County Department of Transportation to this effect.

The following text has been added to the Specific Plan:

In conjunction with the county's review of the Clarksville Interchange, the county shall consider an area located adjacent to Highway 50 and Silva Valley Parkway, and exclusive of designated open space areas, to provide opportunities for office and professional uses to service the community. Because this area is located in a visually important area, development of these uses will incorporate substantial landscaping, and buildings shall be limited to a maximum of two stories. In addition, pole signs shall be prohibited and, to the maximum extent feasible, a single monument sign shall be utilized for public identification of the center. Site design, architecture, and lighting shall be harmonious with the Specific Plan concept and, in particular, nearby residential uses located opposite Silva Valley Parkway.

Chapter 3: Summary of Findings

Comments on the summary are answered in the respective chapters.

Chapter 4: Land Use

4-1 Comment: (James D. and Pamela J. Bayless)

The Plan Area J-3, which abuts the Green Springs Ranch Rural Development at the south end of Dormity Road, is proposed for 1 dwelling unit (du)/acre zoning. All lots in Green Springs Ranch are five acres or more. Noise and light dispersion from homes on one acre lots will impact the rural atmosphere of our community. We believe that the livestock and dusty dirt roads in our development will be annoying to any new neighbors living on parcels substantially smaller than five acres.

We are appealing to the Planning Division and El Dorado Hills Investors to zone ALL property bordering Green Springs Ranch, including area J-3, at 0.25 du/acre.

Response: Plan Area J-3 is proposed for Ranch Estate (RE) lots 0.25 dwelling units per acre. See Figure 2-7, "Land Use Diagram."

BOARD OF SUPERVISORS
4/25/08

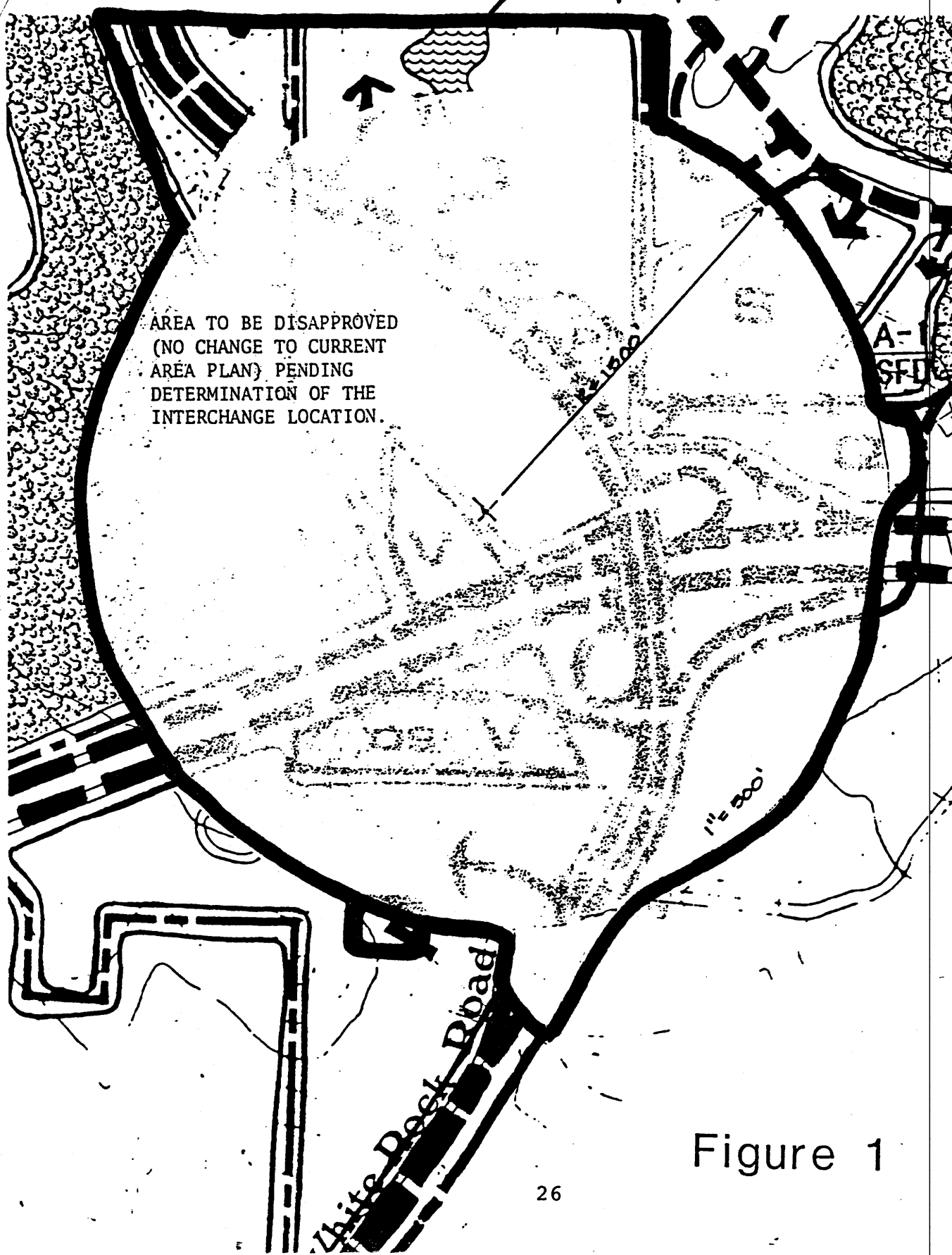


Figure 1

4-2 Comment: (Ronald W. Peek).

The proposed development creates a negative impact on our property by not providing for a gradual transition from 5 acre parcels. Why aren't 4 acre lots proposed all along the border of Green Springs Ranch? It appears that an exception has been made at area J-1, creating an obvious lack of consistency and representing a flagrant disregard for the rights of families bordering that area.

Furthermore, a section of the report is both misleading and false when applied to area J-1. I refer to two statements under "EFFECTS FOUND NOT TO BE SIGNIFICANT" (see ENVIRONMENTAL IMPACT REPORT: EL DORADO HILLS SPECIFIC PLAN DRAFT pp. 3-3 to 3-4):

- o Spatial relationships of various project components would not create any impacts on adjacent components.
- o General Plan requires that densities between residential developments shall blend with existing development.

On the contrary, the proposed zoning for J-1 violates required spatial relationships and fails to provide for blending with existing densities. To be in compliance, Area J-1 should be rezoned as 0.25 unit per acre; that is, one home per four acres.

Response: Comment noted. See changes to the Specific Plan.

4-3 Comment: (Department of Conservation)

The Final EIR should address specific issues related to farmland conversion and the Williamson Act, as recommended in the Department's January 29, 1987 comment letter on the Notice of Preparation of an EIR.

Response: The Plan Area includes 4,086 acres of land, of which approximately 3,700 plus acres is owned by EDHI and based for grazing. Most of the soils are generally unsuitable for cultivation and are not considered prime agricultural land.

Approval of the Specific Plan would result in the gradual conversion of this farmland. It is estimated that the project would require 10 to 20 years to build out. Development of this area would probably encourage other property owners to develop their land to take advantage of the rise in property values. Therefore, this project is considered growth inducing.

4-4 Comment: (Department of Conservation)

The Draft EIR identifies the project's impact on grazing land (11 percent reduction in areawide acreage) as less than significant and recommends no mitigation measures for this loss. The impact of loss of this grazing land to the area should be discussed in the FEIR and also include specific data, e.g., number of animal unit-months the land supports and the cumulative impact of the loss of the grazing land to the county or surrounding area.

Response: The project would result in the conversion of 3,700 plus acres of grazing land. As a general rule of thumb, it is estimated that 7 acres can support one cow plus one calf. Therefore, approximately 500 to 550 cows plus calves can be grazed on the EDHI portion of the Plan Area. The cows and calves are usually grazed with horses and bulls. Normal grazing time is 5 to 6 months.

Cumulative projects in the area are described in Chapter 17, "Cumulative Impacts." A substantial amount of the cumulative projects such as Project 59, which is 1,860 acres of land, Project 46, which is 909 acres, and major projects in the City of Folsom are grazing land. The cumulative impacts of these projects on grazing land are significant.

4-5 Comment: (Department of Conservation)

The Draft EIR also identifies land south of Highway 50 that is currently under Williamson Act contract. Although the property owner has requested withdrawal from the contract, the acreage of the parcel that is included in the project area should be noted in the Final EIR.

Response: The parcel is 37 acres in size.

4-6 Comment: (Green Springs Ranch Landowners Association)

Residents are concerned that the plan does not provide adequate density transitions. The Green Springs Ranch rural development consists of parcels of five acres or more in size. We therefore request that all parcels adjoining Green Springs Ranch be zoned no less than four acres.

Response: Comment noted. See changes to the Specific Plan.

4-7 Comment: (Green Springs Ranch Homeowners)

We, the undersigned Green Springs Ranch homeowners, are protesting the plan to rezone area J-1 to 1 house per acre. Area J-1 borders Green Springs Ranch, a development of 5 acre parcels which are designed for rural living. We are

outraged at the prospect of having 1 acre homes immediately adjacent to 5 acre homes. In addition, we are concerned and alarmed that the ENVIRONMENTAL IMPACT REPORT: EL DORADO HILLS SPECIFIC PLAN DRAFT IS INACCURATE WHEN IT INDICATES: "Spatial relationships of various project components would not create any impacts on adjacent components." and that densities between residential developments blend with the existing development. Not only are these statements misleading, but they are false when applied to area J-1. We request that area J-1 be rezoned for a maximum of one house per four acres.

Response: Comment noted. See changes to the Specific Plan.

4-8 Comment: (Art and Bonnie Byram)

The Specific Plan designates this area as residential. We feel that several factors make our property unsuitable for residential development.

1. Extreme exposure to freeway noise.
2. Loss of current access road.
3. Loss of acreage to elevated off-ramp and new access road.
4. Location of a school overlooking the site.
5. The current home will have to be removed.
6. Total destruction of the creek-side setting.
7. Location of an elevated freeway cloverleaf adjacent to the property.
8. Relative isolation from rest of development because of Carson Creek position to west and north of property. (Only fairly large bridges could provide access).

We, therefore, urgently request that the Planning Commission and the Board of Supervisors designate our property for commercial use. The high freeway visibility, the off-ramp, and the isolation from other development would then become assets rather than liabilities.

Response: The Specific Plan designates the Byram property as residential, which is consistent with the El Dorado Hills/Salmon Falls Area Plan. The site-specific impacts of the interchange are being addressed in the environmental report on the interchange.

4-9 Comment: (Debi Drake)

However, I believe that some key issues have been overlooked in this proposed Specific Plan. The fact that the plan allows for quite a bit of "open space" has been widely touted as a wonderful by-product of this development. In my opinion, the acreage that is devoted to the 36-hole golf course in the Plan should not be included as "open space" that is available to the community at large. I know of no golf course that encourages picnics, hiking, frisbee playing or small children to use its greens, so I do not understand how the golf courses in the plan are considered "open space." Golf is not an activity that everyone enjoys or has access to. Therefore, I recommend in the Commission's consideration of the open space benefits offered in the Plan that you do not include the acreage set aside for the golf course to be open space for public use. I also encourage you to require that more, true open space be set aside for public use in the Plan.

Response: Comment noted. The Specific Plan designates 1,020 acres or 25 percent of the Plan Area as open space. Adding the 370 acres of golf course to the open space would increase the visual "open space" or land that is not developed with building to 34.1 percent of the total 4,086 acres.

4-10 Comment: (Commissioner Johnson, Public Hearing)

I am concerned about the Housing Element. The Specific Plan should comply with the housing element.

Response: The El Dorado Hills/Salmon Falls Area Plan designates land south of U. S. Highway 50 for multifamily housing. Since EDHI owns a substantial amount of land south of U. S. Highway 50, it would be possible to require affordable housing in this area.

4-11 Comment: (Marcia Hanebutt and David Hanebutt)

Our property directly borders the area known as G-3 on the Specific Plan. Our north and west borders will be lined with 2.25 du/acre. This is a problem to us, first of all, because this density is not fully consistent to the El Dorado County's General Plan for the El Dorado Hills/Salmon Falls Area Plan, dated December 3, 1983. The General Plan shows most of the area bordering us zoned as Medium Density - 1.0- to 4.9-acre lots. Second of all, this poses more noise, light and air pollution for our low density area. Please note that all parcels in our area of Bass Lake Road are 10 acres or larger.

We have the following suggestion. For the Specific Plan to be more consistent with the General Plan - to keep the Medium Density zoning in the majority part (along our north and west borders) of G-3. One-acre parcels would be much more acceptable as to the protection of the land and the natural drainage and to our personal privacy.

Response: Comment noted. El Dorado County Planning Commission recommended and the Board of Supervisors concurred one-lot-deep, 4-acre minimum parcel size in this area.

4-12 Comment: (Marcia Hanebutt and David Hanebutt)

If the 2.25 du/acres for G-3 is approved, will any kind of buffer or transition zone be provided? We do not care to look into 25 or more backyards. We would also find this a great loss of privacy to have so many neighbors butted up to our 10 acres.

Response: See Comment 4-11.

4-13 Comment: (Sacramento Valley Group, Sierra Club)

Figure 4-1 does not make clear the boundary for each of the three area plans.

Response: Comment noted. The boundary for each of the area plans is shown in Figure 4-1 and Figure 4-2 of the Draft EIR. The reader is directed to the area around Bass Lake, which shows the Plan Area boundary in a heavy line and the area plan boundaries in a cross-hatch pattern.

4-14 Comment: (Sacramento Valley Group, Sierra Club)

Figure 4-2 is not clear as to which parcel of land is in agricultural preserve.

Response: The parcel that is in agricultural preserve is located in the northwest corner of section 12 in the south half of the Plan Area south of Highway 50. The parcel is zoned Exclusive Agriculture (AE) and is located at the intersection of White Rock Road and Joerger Cutoff Road.

4-15 Comment: (Public Hearing)

How does this plan affect Williamson Act land? The Tong property is in Williamson Act, and the interchange and approach road both impact the Tong property.

The Williamson Land Conservation Act (Government Code Sections 51200 - 51295) sets forth provisions regarding cancellation and locating of public improvements on Williamson Act land. Specifically, Section 51290 states the policy of the state regarding Williamson Act land:

- a. It is the policy of the state to avoid, whenever practicable, the location of any state or local public improvements and any improvements of public utilities, and the acquisition of land therefor, in agricultural preserves.
- b. It is further the policy of the state that whenever it is necessary to locate such improvement within an agricultural preserve, such improvement shall, whenever practicable, be located upon land other than land under a contract pursuant to this chapter.
- c. It is further the policy of the state that any agency or entity proposing to locate such an improvement shall, in considering the relative costs of parcels of land and development of improvements, give consideration to the value to the public, of land (and particularly prime agricultural land) within an agricultural preserve.

Section 51292 also states:

- a. No public agency or person shall locate a public improvement within an agricultural preserve based primarily on a consideration of the lower cost of acquiring land in an agricultural preserve.
- b. No public agency or person shall acquire prime agricultural land covered under a contract pursuant to this chapter for any public improvement if there is other land within or outside the preserve on which it is reasonably feasible to locate the public improvement.

The discussion in Chapter 4 of the Draft EIR only considers one aspect of requiring buffers next to Williamson Act land. Chapter 7 does not discuss Williamson Act land at all.

Also, how does the court case of Sierra Club v. City of Hayward apply to this project?

Preservation of agricultural land is of paramount importance. Decision makers need to determine if any non-proximate land is available for use.

Response: The comment is directed particularly at the impacts of Silva Valley Parkway and Silva Valley Interchange on Williamson Act land.

There are two parcels of land, both partially within the Specific Plan boundaries, which are under Williamson Act contract. The Matz property, Village Q, has applied for withdrawal from the contract and has filed a notice of nonrenewal. The Tong property, located in the southeast corner of the Silva Valley Interchange location, is currently under Williamson Act contract.

The Specific Plan designates Village Q as Residential/Agricultural Preserve. No land use designations are proposed for the Tong property. The Draft EIR explains that implementation of the Specific Plan would result in residential land uses going in adjacent to Williamson Act land. This impact was identified as less than significant because the owner (Matz) has applied for withdrawal from the contract, the majority of land immediately adjacent to the Williamson Act land would be open space, and residential uses would not be tangent at two corners.

The land use maps available at the time of the Specific Plan environmental analysis did not allow the determination of whether there would be additional impacts to the Tong property. According to the maps of the interchange available during the Planning Commission and Board of Supervisors reviews, the interchange location would impact Williamson Act land, specifically the Tong property. The site-specific impacts of the interchange are identified in the Draft EIR as requiring additional environmental review.

Section 51292 sets forth factors in locating public improvements. Section 51293, however, states that Section 51292 shall not apply to:

- a. The location or construction of improvements where the board or council administering the agricultural preserve approves or agrees to the location thereof.

The El Dorado County Board of Supervisors administers the Williamson Act contracts and would be the governing board agreeing to the location of the public improvement, in this instance the location of Silva Valley Parkway and Interchange.

The remaining question asked was how the court case of Sierra Club v. City of Hayward applied to the possible location of the interchange. The Sierra Club decision established some fairly strict standards for cancellation of Williamson Act contracts. No one has suggested that the Tong Williamson Act be cancelled. Therefore, the applicability of the decision is considered minimal.

4-16 Comment: (Public Hearing) _

What is the agricultural value of the Tong Williamson Act land?

Response: The Tong property is used for horse and cattle grazing.

4-17 Comment: (Four very concerned residents of El Dorado County)

Before the damage is done on the E.D. Hills project, I'd like to know if this conforms to the General Plan of this county! Is it in conformance with the Environmental Impact Report (EIR)?? How could it possibly be, when we don't have enough water !!!

Response: The Specific Plan is consistent with the El Dorado County General Plan except in the area of Silva Valley Interchange where the Matz property has been proposed to be changed from residential to commercial.

The project does not 'conform' with the EIR but it is not the purpose of the project to conform. The purpose of the EIR is to analyze the environmental effects of a proposed project, to indicate possible ways to reduce or avoid the possible environmental damage, and to identify alternatives to the proposed project. The EIR identifies numerous impacts of the project and proposes mitigation measures to reduce impacts to a less-than-significant level where possible. Several impacts are identified as significant and unavoidable, such as utilization of 87 percent of the total existing per year water entitlement (page 3-1 of the Draft EIR).

4-18 Comment: (Jess Tong, Arthur Tong, Miriam Tong, Gloria Tong)

At the suggestion of our District Supervisor, Mr. Bob Dorr, the Tong Family of Clarksville request time at the meeting of the Board of Supervisors on March 31, 1988, to explain our concerns about the El Dorado Hills Investor's Specific Plan's zoning of high density housing next to our land that is an Agricultural Preserve under the California Williamson Act. This policy is against the El Dorado County General Plan, and the El Dorado Hills/Salmon Falls Area Plan, of a few years ago, which is still in force. We have a short piece of adjoining fencelines with the property that belongs to Messrs. Mansour and Hazbun. Patty Dunn, Planner, has suggested this property would all better have been zoned Green Belt, at least to our northwestern boundary. Will you please request such a change before accepting this

part of the El Dorado Hill Specific Plan? We would be grateful to you for seeing that county policy be enforced here, on our behalf.

Response: Comment noted. The Planning Division recommended a 4-acre minimum parcel size or park site for this portion of Village A.

Chapter 5: Population, Housing, and Employment

5-1 Comment: (Commissioner Johnson, Public Hearing)

Modern planning in a nonattainment area (due to automobile traffic) should study the job-housing balance. We need to reduce the commute to help the air standard.

Response: The jobs-to-housing relationship is addressed in Chapter 5, "Population, Housing, and Employment." Several job centers exist in the U. S. Highway 50 corridor, including the 850-acre El Dorado Hills Business Park directly south of the Plan Area, the City of Folsom, and employment centers located at the interchanges of Sunrise Boulevard, Bradshaw Road, and Watt Avenue. In addition, the Plan Area includes 260 acres of commercial development in Villages U and T.

It is estimated that these employment centers would attract approximately 109,000 new jobs between 1985 and 2005. The U. S. Highway 50 corridor contains very little land available for residential development. Development of housing in the Plan Area would slightly improve the jobs-to-housing balance within the U. S. Highway 50 corridor.

5-2 Comment: (Sacramento Valley Group, Sierra Club)

Table 5-8 has the employment columns reversed.

Response: Comment noted. The text is hereby revised.

5-3 Comment: (Public Hearing)

Where would affordable housing be constructed?

Response: The Specific Plan does not make any provisions for affordable housing. The analysis in the Draft EIR states that the project is inconsistent with the county General Plan Housing Element policy objectives 3 and 10, which promote the provision of housing for groups with special needs, or single heads of households with low to moderate incomes, and rental housing units.

The mitigation measure suggested in the Draft EIR that El Dorado County must ensure that adequate housing is constructed elsewhere in the county (page 5-19 of the Draft EIR). The impact conclusion has changed to less than significant and no mitigation is required.

The EDH/SF Area Plan designates the general El Dorado Hills area and the Plan Area primarily for low density development and the area south of Highway 50 as multifamily and higher density residential. The Specific Plan encourages increased density where topography and slope will accommodate it. This is reinforced by requirements to minimize cut-and-fill slopes providing an incentive to increase residential densities.

Chapter 6: Public Services and Utilities

6-1 Comment: (Covington Homes, Northern California)

As you have been earlier advised this firm claims title to approximately two hundred acres of property within the Plan Area. Litigation is on-going on this question and the property has had a lis pendens recorded against it.

We have reviewed the plan as it pertains to the subject project and note that a portion of it is to be made available as a school site and the remainder to be developed into a high density, "patio home" type development (5 du/acre). This is not consistent with our own plans for the property.

Response: Comment noted. This comment applies to the land use designations and not the environmental impacts of the project.

6-2 Comment: (Buckeye Union School District)

The Buckeye Union School District has three concerns regarding the El Dorado Hills Specific Plan. First, we have received a letter from Covington Homes which indicates one of our proposed school sites is located on land which has disputed ownership. The District will eventually need to take title to this proposed school site or an alternate site. The District requests clarification and resolution of this apparent problem.

Response: Comment noted. Development of the Plan Area would require five elementary and intermediate schools to be located in the Plan Area. The exact location of the school sites needs to be agreed upon by the school districts, state, and developers. This issue is addressed in the Specific Plan Public Improvements Financing Plan.

6-3 Comment: (Buckeye Union School District)

Secondly, access and services to all proposed sites needs to be available on a timely basis to enable the District to develop the sites for school use.

Response: Comment noted.

6-4 Comment: (Buckeye Union School District)

Finally, the proposed twenty (20) acre middle school site at the end of Harvard Boulevard will better serve as an elementary school site. There is a possible problem in receiving state approval of this site because of the location of the water tank. However, our site selection committee believes that a ten (10) acre site to the north of the water tank access road would meet state approval. This site is the only one of all the proposed sites which currently has access and availability of services. The district's next need for a school is for an elementary site (10 acres), not a middle school (20 acres).

Since the district will eventually need a middle school within the Specific Plan Area, the District requests designation of an approvable twenty (20) acre site - either by expansion of one of the proposed sites or by designating an alternate site.

Response: Comment noted. This issue is addressed in the Specific Plan Public Improvements Financing Plan.

6-5 Comment: (El Dorado Irrigation District)

Page 6-1, third paragraph, should be rewritten as follows:

EID currently contracts with the U. S. Bureau of Reclamation to receive 7,550 acre feet of water per year from Folsom Lake. Current EID water deliveries to the El Dorado Hills area are estimated to be 1,700-1,800 acre-feet per year. In 1986, a significant portion of this water was supplied by gravity from Sly Park which resulted in overdraft of allotments from that source. The USBR has made known that this will not be tolerated in the future.

Response: Comment noted. The text is hereby revised.

6-6 Comment: (El Dorado Irrigation District)

Page 6-1, last paragraph, should be revised as follows (revisions are underlined):

Existing water system infrastructure has been provided to the Plan Area as part of EID's Assessment District No. 3 (A.D. No. 3) improvements. A.D. No. 3 was formed to provide for the expansion of water and wastewater facilities in the El Dorado Hills area. The improvement plan for El Dorado Hills involves a 25-year, seven-phase construction project which will provide major transmission, storage, and treatment facilities in the district area. These improvement phases will be installed in conjunction with development in the El Dorado Hills vicinity. Phase I improvements were financed by A.D. No. 3 with subsequent phases to be funded by supplemental connection fees (Wade and Associates 1987).

Response: Comment noted. The text is hereby revised.

6-7 Comment: (El Dorado Irrigation District)

Page 6-2, first paragraph. Reference to the El Dorado Hills Water Tank is not clear, since there is no tank with that name. Reservoirs in El Dorado Hills are: Oakridge Tank; Ridgeview Tank; and Business Park Tank. None has a 24-inch line to the north.

Other corrections recommended are underlined as follows:

Existing water system infrastructure in the Plan Area vicinity consists of an 18-inch-diameter line located in El Dorado Hills Boulevard south of the El Dorado Hills Water Tank, and a 24-inch line exists north of the El Dorado Hills Water Tank. An 18-inch line constructed by A.D. No. 3 as part of Phase 1 improvements, bisects the Plan Area. This line connects the line in El Dorado Hills Boulevard with the 3-million-gallon water tank above Oakridge High School and a pump station at Bass Lake. Additional storage facilities, outside the Plan Area boundary, include a 1-million-gallon water tank at Ridgeview and a 1-million-gallon water tank above the El Dorado Hills Business Park. A 3-million-gallon water tank is proposed at the south end of the Plan Area (Village C), as part of future improvements.

A raw water pumping station exists drawing water from Folsom Lake. Primary potable water pumping stations exist at the Water Treatment Plant, and at the Oakridge Tank site. Small hydropneumatic systems at Highlands and Ridgeview subdivisions provide local service. A small booster pumping station in the Bass Lake 12-inch system is no longer serviceable. A pumping station at Bass Lake serves portions of Cameron Park, outside the Plan Area.

Response: Comment noted. The text is hereby revised.

6-8 Comment: (El Dorado Irrigation District)

Page 6-2, second paragraph. This paragraph refers to a three phase water supply and transmission improvement plan which has not been adopted by EID and should not be referenced in this Specific Plan text.

Response: Comment noted. The text is hereby revised.

6-9 Comment: (El Dorado Irrigation District)

Page 6-2, third paragraph. It should be noted that the proposed water system for the Plan Area as shown in Figure 6-1 is conceptual. This may be a possible method of service; however, EID has not reviewed the engineering details and believes that substantial changes may be required.

Response: Comment noted.

6-10 Comment: (El Dorado Irrigation District)

Page 6-2, fourth paragraph. This paragraph should be rewritten as follows:

All onsite distribution systems would be built to meet fire flow and pressure requirements of the appropriate Fire Department. Those requirements are based on the Insurance Service Office (ISO) requirements which are usually more restrictive than EID Design Standards which also apply.

Response: Comment noted. The text is hereby revised.

6-11 Comment: (El Dorado Irrigation District)

Page 6-3, second paragraph. This paragraph should be rewritten based on the following:

Implementation of the Specific Plan may generate a total estimated water demand of 7.1 MGD; however, by that time 1.2 MGD of wastewater will have been developed for use on golf courses reducing the total estimated potable water demand to 5.9 MGD.

Response: Comment noted.

6-12 Comment: (El Dorado Irrigation District)

Page 6-3, fifth paragraph. It is recommended that the following change be made in this paragraph:

. plant capacity to 15 MGD as planned.

Response: Comment noted. The text is hereby revised.

6-13 Comment: (El Dorado Irrigation District)

Page 6-5, fourth paragraph. (EID should develop additional water sources). This paragraph should be clarified based on the following:

The Gold Hill Intertie is more correctly identified as a water conveyance project, which draws upon existing sources. The Crawford Ditch project is in the planning stages. The Texas Hill project is neither underway, as stated, nor is any funding vehicle identified.

Response: Comment noted. The text is hereby revised.

6-14 Comment: (El Dorado Irrigation District)

Page 6-6, first paragraph. The second sentence should be deleted based on the following comment:

Since present connection fees are barely adequate to provide for replacement of service capacity, the proposed reductions in fees is not viable. However, escalation of fees for properties without specific conservation configurations may be a realistic approach.

Response: Comment noted. The text is hereby revised.

6-15 Comment: (El Dorado Irrigation District)

Page 6-6, eighth paragraph. This paragraph should be expanded to include the following:

The plan for expansion of the Water Treatment Plant specifies that implementation shall be funded from accumulations of the Supplemental Connection Fees, as shall other phased improvements.

Response: Comment noted. The text is hereby revised.

6-16 Comment: (El Dorado Irrigation District)

Page 6-7, first, second, and third paragraphs should be revised as follows to clarify references to A.D. No. 3 and EID:

Wastewater collection and treatment services within the Plan Area vicinity are provided by EID. A.D. No. 3 has funded construction of major infrastructure including major trunk lines, pump stations, and treatment plan expansions. Construction of wastewater infrastructure improvements within El Dorado Hills is planned according to a 25-year, three-phase wastewater construction program is intended to serve all development proposed in the Plan Area.

Existing wastewater collection facilities in the Plan Area include an 18- to 33-inch-diameter gravity pipeline and a 20-inch-diameter force main constructed as part of A.D. No. 3 Phase I improvements. Other Phase I improvements include 12-inch-diameter force mains and a pump station in St. Andrews Village and a 12- to 24-inch-diameter collection line within El Dorado Hills Boulevard south of Oakridge High School. A lift station, located near the high school, conveys sewage to a line in El Dorado Hills Boulevard through a force main. EID's three-phase wastewater construction program is intended to serve all development proposed in the Plan Area.

Funding for Phase I improvements was provided by an assessment bond. Assessments are apportioned on the basis of equivalent dwelling units (EDUs). Using this funding method, assessments on parcels with approved tentative maps would be based on the number of approved lots (CH2M HILL 1984). Subsequent phases of construction will be funded by supplementary connection fees.

Response: Comments noted. The text is hereby revised.

6-17 Comment: (El Dorado Irrigation District)

Page 6-7, last paragraph, should be revised as follows:

The present capacity of the wastewater plant is 1.6 MGD. EID plans to ultimately upgrade the treatment plant to about 4.2 MGD.

Response: Comment noted. The text is hereby revised.

6-18 Comment: (El Dorado Irrigation District)

Page 6-8 4th Paragraph. The following comments should be incorporated into this paragraph:

Present reclaimed wastewater commitments occasionally exceed available supply, requiring substitution of potable water for golf course irrigation. It should be assumed that existing customers have first claim to any available supplies. Any proposed golf courses will rely upon potable water for at least a portion of their needs in the early years. This in turn suggests a need for golf courses to participate in Supplemental Connection fees, to assist in expansion of potable water facilities. It should not be assumed that EID can or should guarantee that adequate treated effluent will be available; however, all possible use of reclaimed wastewater should be integrated into the water budgeting for this area.

Response: Comments noted. The text is hereby revised.

6-19 Comment: (El Dorado Hills Fire Department)

Page 6-15, paragraph two, should read as follows:

"Station One is the main fire house with a full time staff of twelve, consisting of three administrative personnel, (one Fire Chief, one Battalion Chief and one secretary) and nine shift personnel (three captains, three engineers and three firefighters). There are also a total of 21 volunteer personnel which man Stations One and Two. Station One houses seven emergency vehicles, including two fire suppression engines, one squad vehicle, one water tender, two staff vehicles, and one utility vehicle. Station Two houses one fire suppression vehicle and one quick attack fire suppression vehicle. Emergency response time to the planned area from Station One is approximately three to five minutes. The time would vary from Station Two depending on volunteer availability."

Response: Comment noted. The text is hereby revised.

6-20 Comment: (El Dorado Hills Fire Department)

Page 6-15, paragraph four, should read as follows:

"The Fire Department currently provides 2.2 firefighting personnel per 1,000 population, using the accepted volunteer ratio of three volunteers being equivalent to one paid firefighter. The ratio is 1.2 firefighters per 1,000 population if volunteer employees are not considered. The standard staffing level of 1.5 firefighters per 1,000 population, the department considers adequate for providing fire protection in the service area."

Response: Comment noted. The text is hereby revised.

6-21 Comment: (Debi Drake)

I would like to know, too, what guarantee do county residents have that the area that is designated "open space" in the plan will truly remain open space? I cite as an example the park that used to be at the intersection of Governor's Drive and El Dorado Hills Boulevard. When I originally moved to El Dorado County, I lived in El Dorado Hills. The park was a highly used, integral part of Governor's Village.

However, a few years ago Pacific States Realtors, the developers, informed the community that they were eliminating the park and replacing it with a commercial center. Apparently they had always had the right to do this, although they had not exercised this option. In order to avoid a similar decimation of recreational open space, I

urge the Commission to adopt whatever resolution necessary to insure that the proposed open space in the Plan remains in that unaltered state.

Response: The Specific Plan proposes to dedicate open space to either the county, the El Dorado Hills Community Services District, or a master homeowners' association. Changing title on the property would guarantee that the open space would remain open space.

The example cited in the comment refers to some land owned by Pacific States Development Company. Designated for commercial land use, the parcel was vacant for some time. Pacific States Development Company allowed residents to install playground equipment and sandboxes with the understanding that the company retained ownership and the property would eventually be developed for commercial use (Holloway pers. comm.).

6-22 Comment: (Debi Drake)

Last, but not least, I am concerned about where the proposed 6,400 homes (18,000 residents) are going to get water. As I am sure you are aware, El Dorado County is in the midst of a water shortage. We can barely provide water to the residents who currently live here. Although EID claims that they can provide water to the new homes, you and I both know that in the long run this would mean the creation and implementation of a major water project in El Dorado County. What price (monetarily, environmentally and aesthetically) will the county's current residents have to pay in order to provide this new development with water?

Response: Comment noted. The Specific Plan includes a comprehensive financing plan that recommends a specific strategy for providing the essential infrastructure and public facilities. The basic premise is that new development will pay for the new services. It is impossible to determine what impacts (environmentally and aesthetically) any major water projects would have on the county's current residents.

6-23 Comment: (Jim Bayliss, Public Hearing)

We are concerned about the adequate provision of public services such as schools, fire, police, etc.

Response: Comment noted. Please see Chapter 6, "Public Services and Utilities."

6-24 Comment: (Susan Daily, Public Hearing)

Is the present county dump large enough?

Response: Yes. The life expectancy of the Union Mine Landfill is 20 to 25 years.

6-25 Comment: (Susan Daily, Public Hearing)

I am concerned about recreational areas for the entire community.

Response: Comment noted. Please see Chapter 6, "Public Services and Utilities."

6-26 Comment: (Bhima Nagarajan, Public Hearing)

We have a problem with juvenile delinquency. Teenagers need to have recreation areas.

Response: Comment noted.

6-27 Comment: (Sacramento Valley Group, Sierra Club)

The water demand for the proposed development will be satisfied by the El Dorado Irrigation District from still-to-be-developed water sources. The South Fork of the American River (SOFAR) project is mentioned as a potential water source. Since the SOFAR project will probably not be constructed, we are concerned that water supply remains as a serious unresolved issue (p. 6-5).

Response: Comment noted. The El Dorado County Planning Division also is concerned about the adequacy of water supply for the project. The suggestion is made on page 6-5 of the Draft EIR that the county should consider requiring proof of ability to serve prior to the recording of final maps. The county also could begin investigating a mechanism or process to use in reserving capacity for individual projects or development areas.

6-28 Comment: (Sacramento Valley Group, Sierra Club)

No bike path layout is presented. The existing bike path in El Dorado Hills is inadequate, showing the need for a carefully planned bike path. The existing El Dorado Hills bike path is surfaced with a low-grade bituminous surfacing that has a rough riding surface that encourages bikers to avoid the bike path and ride on El Dorado Hills Boulevard. In addition, the bike path's alignment is such that south-bound riders along El Dorado Hills Boulevard are directed into a dangerous intersection with the golf course along the east side of the street, which is the wrong side of a

street for a biker riding southbound. These problems need to be avoided with this new project (pp. 2-5, 2-12, and Figure 2-11).

Response: Comment noted. The following mitigation measure is suggested in response to the comment.

The El Dorado County Department of Transportation will review the location, design, and surfacing materials of bike lanes to ensure that bike lanes are designed to minimize conflicts with automobiles and to encourage their use.

6-29 Comment: (Sacramento Valley Group, Sierra Club)

The existing El Dorado Hills water treatment plant location is not depicted in Figure 6-1.

Response: The comment is incorrect. The existing El Dorado Hills water treatment plant is shown in Figure 6-1 at the west side of Bass Lake.

6-30 Comment: (Public Hearing)

What sources of water are available to water the golf course?

Response: The Specific Plan identifies the need for some potable water to be used initially for irrigation of the golf courses. Other water sources include the El Dorado Hills Wastewater Treatment Facility, the Deer Creek Wastewater Treatment Facility, the El Dorado Limestone Shaft, and the marble quarry.

6-31 Comment: (Public Hearing)

What is the situation with the water supply in El Dorado Hills? If EID needs new water sources, who would pay for them? Would EDHI be excluded from new assessment districts? .

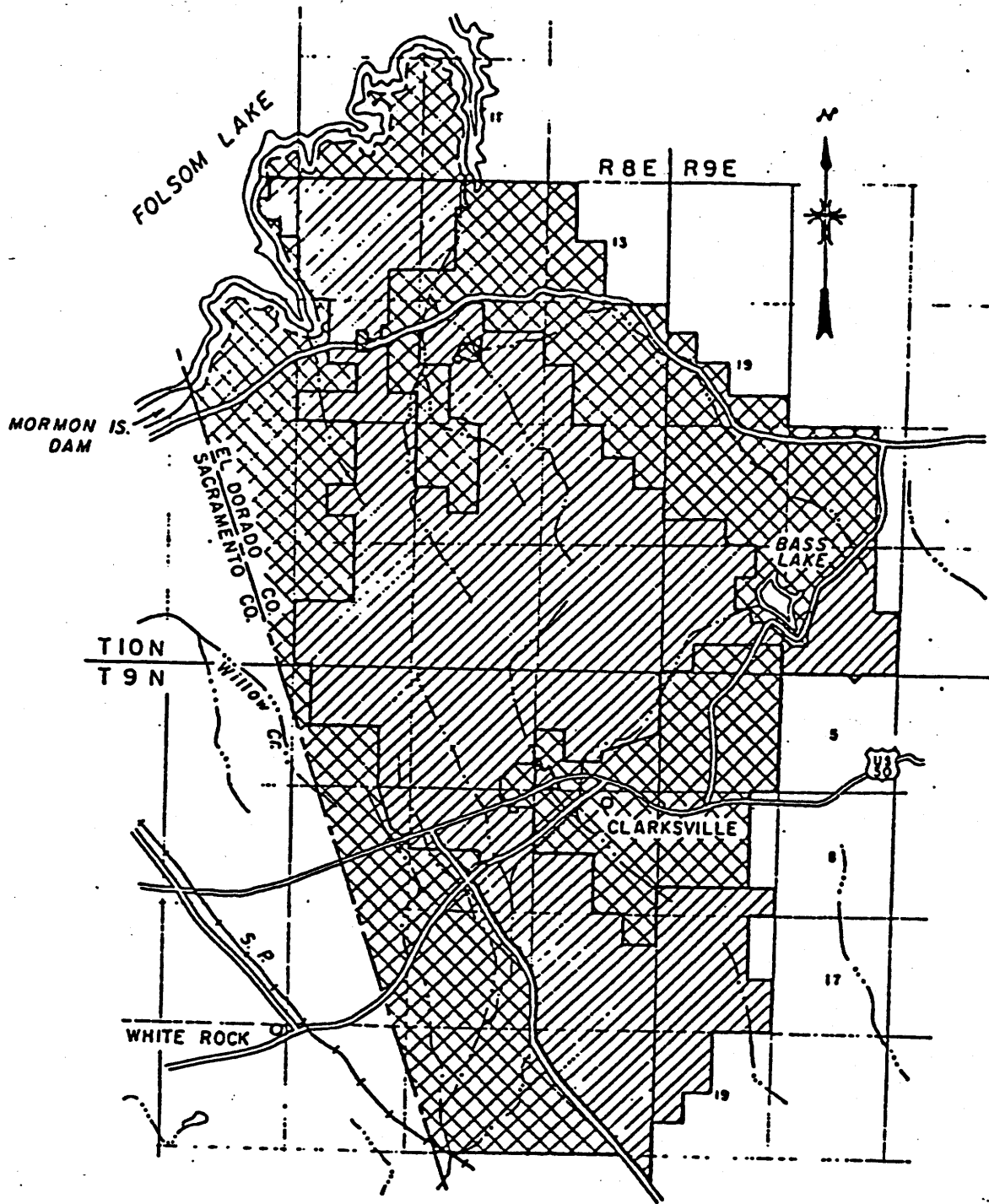
Response: EDHI has submitted the following Fact Sheet to clarify its position on the water issue in El Dorado Hills. The County Counsel's office was asked by the Board of Supervisors to review the submitted material.

New water sources developed by EID would probably be funded through an assessment district or fee system. EDHI would be subject to these new assessments as well as the rest of the landowners within EID boundaries.

FACT SHEET
EL DORADO HILLS SPECIFIC PLAN
WATER

1. On October 5, 1964, the El Dorado Hills County Water District entered into a contract with the U.S. Department of the Interior, Bureau of Reclamation, for the supply of water from Folsom Lake to the El Dorado Hills Service Area, as shown on Exhibit "A" (attached). No other sale or disposal for use outside Exhibit "A," or the right to the use of such water, is valid without the consent of the Bureau of Reclamation. That contract is for a term of forty (40) years, renewable for successive periods of forty (40) years each.
2. The contract was assigned to the El Dorado Irrigation District ("EID") on December 19, 1973. The contract, as subsequently amended, allocated 7,550 acre feet of water per year from Folsom Lake to serve the El Dorado Hills Service Area.
3. The Bureau contract provides that the water is to be used for municipal, industrial, and domestic purposes.
4. The contract, as amended on December 21, 1979, provides, "If at any time on the basis of studies . . . it is determined that the water needs of the District for the remainder of the term of this contract are for quantities greater . . . than the annual maximum quantity established . . . , the parties may amend this contract . . . to increase the quantities of water to be furnished . . ."
5. There is currently available and unused approximately 6,000 acre feet of water under the contract, which would accommodate approximately 9,000 additional dwelling units or equivalent dwelling units. The El Dorado Hills Specific Plan would provide approximately 6,000 dwelling units over a twenty (20) year period.
6. El Dorado Hills Investors, Ltd., and its predecessor in interest (Hancock) have paid to preserve reservation of the water now assured to EID by contract with the Bureau. Under the provisions of EID Resolution No. 81-123, adopted December 23, 1981, the

District, after assessing payments for water furnished to metered users, and to properties in approved subdivisions with water service available at the property line, has assessed the remainder of the lands shown on Exhibit "A" ("Reservation Lands") for the balance of the payments necessary for payment by EID to the Bureau to assure right to the maximum contract amount of water. The "Reservation Lands" were defined as "primarily lands of John Hancock Mutual Life Insurance Company ("Hancock") or its



DISTRICT AREA



AREA OF POSSIBLE SERVICE

EXHIBIT "A"
OF
WATER SERVICE CONTRACT
BETWEEN UNITED STATES AND
EL DORADO HILLS COUNTY
WATER DISTRICT

REDRAWN JUNE 5, 1964

214-208-3231

EXHIBIT A

successors in interest" The resolution further provides, "There shall be reserved annually for lands of Hancock and its Successors . . . the remaining amount of water from the total supply"

7. EID is currently constructing the Moose Hall transmission line and Reservoir 1 filtration projects, which will provide for an additional 7,000 acre feet of water annually from the PG&E El Dorado Forebay pursuant to EID's contract with PG&E. That water, which would serve approximately 10,000 additional dwelling units, will be treated and distributed through the existing system, including a connection to the Gold Hill Intertie, funded in part by AD-3 in the amount of \$1,366,200.
8. In 1985, on petition of the property owners, EID formed Assessment District No. 3 ("AD-3") for the expansion and improvement of the El Dorado Hills sewer and water systems, including the wastewater plant, water treatment plant, sewer and water pipelines, sewer and water pumping stations and participation in the EID Gold Hill Intertie project. Bonds were issued in the amount of \$13,768,731 for the first phase of the project. Phase I provided facilities for an additional 2,800 hookups. A supplemental fee is imposed on each hookup in an amount which will provide funding for subsequent phases of construction which will ultimately provide the necessary facilities for 11,500 hookups. Through AD-3, the property owners assure delivery and treatment of water to the property. The financing of those facilities is based upon the establishment of benefit to the property on the basis of the ability to develop the property in accordance with the Salmon Falls/El Dorado Hills Area Plan. In April 1985, a Development Agreement was entered into between the County of El Dorado and El Dorado Hills Investors, Ltd., assuring the property owner of the right to develop its property with those uses and densities set forth in the Area Plan, for a period of fifteen (15) years.
9. EID Policy Statement No. 22, adopted in 1981, establishes procedures for issuance by the District of "facilities letters" and "letters of commitment" for water and/or sewer service. The facilities letter indicates that water and/or sewer service for the particular project is available upon completion of the necessary financial arrangements and installation of designated water and sewer main facilities. The letter is not a commitment to provide service but indicates that water and/or sewer service is available upon payment of charges and completion of the facilities necessary to be constructed before a commitment can be issued.

The commitment of service letter is issued where water and/or sewer main extension agreements have been executed,

and the necessary deposit has been received for installation of the facilities. Thereafter, upon application from any customer in that project, service will be provided by the District.

It is important to note that no one reserves water or sewer capacity until payment for the service has been made. This is essential to assure that the necessary funding of expansion facilities is provided concurrently with "utilization" of existing capacity. A copy of Policy Statement No. 22 is attached.

10. The El Dorado Hills Specific Plan incorporates water conservation measures throughout the Plan. Alternative sources of water for irrigation have been identified in order to conserve existing sources of potable water. Future sources of water include:

1. The El Dorado Hills wastewater treatment plant upon further expansion and increase in effluent as the Specific Plan Area builds out;
2. The Marble Quarry;
3. El Dorado Limestone Shaft;
4. The Deer Creek Treatment Plant. Present plant capacity for the Deer Creek plant is adequate for nonpotable water in the Specific Plan Area.

These alternative sources will continue to be explored in conjunction with EID.

It is clear that there is adequate water to serve the El Dorado Hills Specific Plan Area presently and at buildout without the necessity of importing additional water to the Specific Plan Area. The Specific Plan will facilitate water management and long-range planning for water supply and transmission improvements within the County.

Chapter 7: Transportation

7-1 Comment: (Jess Tong, Arthur Tong, Gloria Tong, Miriam Tong)

The underpass on Silva Valley Road can be enlarged with less expense to all, and White Rock Road widened to adequately take the traffic projected without any access to the freeway at this point, without infringing on our ranching endeavor. Bass Lake Road interchange on the Eastern side of the development, and the El Dorado Hills Boulevard/Latrobe Road interchange on the west should be enough. This hilly section of road was expensive and difficult to build at the time the highway was enlarged into a freeway. A look at the nature of the strata would seem to show the impracticality of an added, unplanned for interchange at the now-proposed site. The impact study must show the nature of the hard underlying rock that makes extremely difficult and expensive, such an undertaking.

Response: Cumulative development in the study area, such as 850 acres of industrial land south of U. S. Highway 50, requires another access to the freeway. Silva Valley Parkway Interchange would be expensive to build, with an estimated cost of \$10.4 million, including right-of-way acquisition. The specific impacts of the interchange are currently being analyzed.

7-2 Comment: (ECOS)

The Draft Environmental Impact Report does not include environmental review sufficient to submit for a new interchange at U. S. Highway 50, a facility which would be required to serve the traffic generated by the project. The DEIR also does not discuss the question of consistency of the interchange with the adopted air quality plan; consistency is a prerequisite to federal agency approval.

The DEIR is inadequate because neither the environmental impacts of the project without the interchange on U. S. Highway 50 nor the environmental impacts of the interchange itself are evaluated, and the mitigation necessary to offset the absence of the interchange have not been identified.

Response: Comment noted. A separate environmental document is being prepared to address the impacts of the new interchange.

7-3 Comment: (ECOS)

We find the traffic analysis incomprehensible. As such it is not possible to determine that the analysis adequately accounts for the traffic impacts of the project.

A major problem is that the traffic model uses a different "study area" than the Specific Plan Area, yet the land uses of the "study area" are not identified.

The trip distribution discussion (7-18) refers to industrial and commercial uses not identified in the Specific Plan. On the other hand, the traffic analysis does not look at the overall balance of jobs and housing within the "study area," and the ability of transit, carpooling and non-motorized travel to meet commute needs within the "study area." It appears therefore that the "study area" has not been defined as a transportation planning area in order to plan a viable multi-modal system to reduce traffic congestion and air quality. Instead, it has been defined to create an artificial trip distribution profile, to create the appearance of a minimal impact of the project area. In fact, this very large residential community creates the heaviest demands on the transportation system and burdens on air quality because these are the most auto dependent types of developments.

Response: The land uses in the Plan Area are described in detail in Chapter 2, "Project Description." Land uses in the study area are shown in Figures 4-1, "Area Plan Designations," and 4-2, "Zoning Map." They are also described and shown in Chapter 17, "Cumulative Impacts." Land use assumptions for the Folsom area are shown in Table 7-9. Review of the traffic analysis would indicate that the project and the cumulative projects create a substantial demand on the study area.

7-4 Comment: (ECOS)

The following assumptions are not reasonable given the land uses:

1. Assumption that 40 percent of the home-work trips will be internal cannot be justified given the lack of employment in the area.
2. Assumption that 33 percent of the external trips will travel in the easterly direction is unreasonable.

Response: The study area includes 260 acres of commercial development in the Plan Area, 850 acres of industrial development in the El Dorado Hills Business Park, and over 300 acres of office/retail and industrial development in Folsom.

The assumption that 33 percent of the external trips would travel in the easterly direction is based on the 260 acres of commercial development, which would draw heavily from the east.

7-5 Comment: (ECOS)

In addition the trip generation rates listed vastly underestimate the trips generated. Table 7-4 gives rates which are roughly 10 percent of the rates used in other traffic studies in the Sacramento area.

Response: Table 7-4 in the Draft EIR lists p.m. peak-hour traffic generation rates because the traffic model was a p.m. peak-hour model. See Table 7-4 which follows for the conversion from peak-hour rates to daily rates.

7-6 Comment: (ECOS)

Two more points on transportation analysis deficiencies:

1. Without transit service, provision of facilities is an empty promise. The nature and density of the community makes efficient, economical transit service very unlikely.
2. Planning a community without the funding for necessary transportation services is not acceptable under current CEQA case law.

Response: Comments noted. The project provides a park and ride facility near the Silva Valley Parkway Interchange. The EIR also recommends that the county adopt and implement a transportation system management ordinance. Appendix F to the Draft EIR is the City of Rocklin Ridesharing Ordinance Handbook, which would assist El Dorado County in developing its own ordinance.

The Specific Plan includes a comprehensive financing plan to fund transportation improvements.

7-7 Comment: (Caltrans)

On Page 7-58, the document states that Highway 50 should be widened to 10 lanes west of Folsom Boulevard by the year 2010. The District's Route Concept Report identifies 8 lanes as the 20-year concept facility. Widening to 10 lanes is probably not feasible.

Response: Comment noted.

7-8 Comment: (Caltrans)

The document should also consider impacts to the main line of Highway 50 between this Plan Area and downtown Sacramento. If the local agencies do form cooperative agreements with all developers, widening of the freeway as shown on Page 7-55 may still not mitigate level of service F between this area and downtown Sacramento.

Table 7-4. Trip Generation Rates

Land Use Type	Trip Generation Rate			
	Trip Ends Per Dwelling Unit		Trip Ends Per Acre	
	Peak Hour	Daily	Peak Hour	Daily
Single-family				
Low-density (0-1 du/ac)	1.5	15.0		
Medium-density (2-4 du/ac)	1.0	10.0		
High-density (5-7 du/ac)	0.8	8.0		
Multifamily (10+ du/ac)	0.6	6.0		
Neighborhood commercial			50.0	500.0
Highway commercial			100.0	1,000.0
Service commercial			30.0	300.0
Light industrial			10.0	66.0
Park			0.4	4.0
School			5.0	50.0
Office			18.0	120.0
Prison			2.0	13.0
Village Green/ Community Center			20.0	200.0
Golf course			0.4	4.0
Open space			1.0	10.0

Source: TJKM Transportation Consultants 1987.

Response: This is true... Coordination is needed between all the local and state agencies to ensure that regional transportation improvements are implemented.

7-9 Comment: (Caltrans)

Based on the traffic projections on Page 7-44, it appears that Highway 50 between the Bass Lake Road and Silva Valley Interchanges will have at least 20 percent higher traffic volumes than adjacent segments. We recommend the county consider providing a parallel arterial between these two interchanges to help balance freeway volumes and reduce ramp to ramp travel.

Response: Comment noted.

7-10 Comment: (Caltrans)

On Page 7-32, the document states that Latrobe Road between Highway 50 and White Rock Road will have significant unavoidable impacts, even when widened to six lanes. All alternatives should be evaluated before this is determined to be unavoidable. Maintaining an acceptable level of service on this segment could have direct beneficial impacts on the freeway operations.

Response: The transportation improvement alternatives that were analyzed include the Silva Valley Parkway Interchange, a possible new interchange at the El Dorado County/Sacramento County border, and improvements to White Rock Road. The only solution to reducing traffic volumes on this stretch of road would be to change the land uses south of U. S. Highway 50.

7-11 Comment: (Caltrans)

As this area is developed, Caltrans would require the right-of-way fence to be upgraded to a minimum standard of six-foot high chain link fencing.

Response: Comment noted.

7-12 Comment: (Department of Transportation)

Draft EIR and Draft Specific Plan use only two future years as data/decision points; project build out in 1997 and El Dorado Hills area build out in 2010. This creates an analysis that turns a blind eye to incremental development and renders impacts and mitigation measures difficult to determine in a reasonable time horizon.

By looking at only two points, one 10 years and the other 23 years in the future, planning for incremental impact mitigation (a requirement of CEQA) is not possible.

Response: Comment noted.. The county should establish a monitoring program tied to traffic growth to determine that phasing of mitigation measures. This program would be sensitive to actual development and changes in areawide travel patterns.

7-13 Comment: (Department of Transportation)

Impacts are assigned to two categories: El Dorado County and Areawide. The Draft EIR does not explain the basis upon which this distinction rests.

Response: El Dorado County impacts are those within the El Dorado Hills area. Areawide impacts are those west of El Dorado County and east of Bass Lake Road.

7-14 Comment: (Department of Transportation)

The EIR does not link suggested mitigation measures with stages of development.

Response: The EIR identifies mitigation measures needed for 1997 and 2010. No information was available to determine phasing of the project.

7-15 Comment: (Department of Transportation)

Impacts are of a magnitude sufficient to require a re-thinking of acceptable levels of service on County roads and existing land use. (See Pages 7-23 and 7-44.)

Response: Comment noted. The county currently considers Level of Service C as acceptable. Other agencies consider Level of Service D or sometimes E as satisfactory.

7-16 Comment: (Department of Transportation)

Mitigation measures should include what, where, when, why and how much.

Response: Mitigation measures do address what, where, why, and how much. When is not specifically addressed because it depends on actual buildout, economic conditions, regional growth, and other socioeconomic factors. A monitoring program tied to traffic growth and land development should be implemented to facilitate timely implementation of the recommended mitigation measures.

7-17 Comment: (Department of Transportation)

Comprehensive Financing Plan makes assumptions regarding cost sharing that are not supported by information in any of the documents.

Response: Comment noted... The exact details of cost sharing will probably be addressed in the development agreement.

7-18 Comment: (Department of Transportation)

Page 7-4: The traffic counts in Figure 7-2 contain daily ADT as well as p.m. peak hour. This has also been done on all the other figures in the chapter showing traffic volumes.

Response: Comment noted.

7-19 Comment: (Department of Transportation)

Page 7-9: The project planning roadway network (Figure 7-5) differs from our county future roads (Figure 7-4) in several instances. Elimination of the easterly extension of Harvard Way would be acceptable, but the proposed Ridge Road should be stubbed for a future connection to the existing Highland Hills Drive. Likewise, there needs to be a stub north from Country Club Drive to the Green Springs subdivision for future connection to Deer Valley Road.

Response: Comment noted.

7-20 Comment: (Department of Transportation)

Page 7-10: The roadway network shown in Figure 7-4 has been confined to the study area. This is likewise true for Figures 7-7 through Figure 7-20, except for Figure 7-6 which shows the area studied in the model.

Response: Comment noted.

7-21 Comment: (Department of Transportation)

Pages 7-13, -14: Project planned improvements: White Rock Road should be improved west of Latrobe Road as well as east. Latrobe Road should be improved south of White Rock Road. Does the Silva Valley Interchange over-crossing need to be six lanes? Caltrans is planning for four lanes. The ramp list should include a southbound to eastbound single-lane on-ramp loop.

Response: Project planned improvements include those roads within the Plan Area. White Rock Road west of Latrobe Road and Latrobe Road south of White Rock Road are outside of the Plan Area. The Silva Valley Parkway Interchange over-crossing needs to be four lanes. The interchange is planned to have a southbound to eastbound single-lane on-ramp loop.

7-22 Comment: (Department of Transportation)

Page 7-17: The trip generation rates shown in Table 7-4 should be daily, not peak hour, to facilitate their being understood.

Response: Comment noted. See response to Comment 7-5.

7-23 Comment: (Department of Transportation)

Page 7-19: The distribution assumptions in Table 7-5 I feel are reasonable, as we've discussed before. Likewise for Table 7-7 on Page 7-21, but some of the numbers on Table 7-6 should be changed to:

	<u>Internal/Internal</u>	<u>Internal/External</u>
Work	14	85
Other	27	73

Response: Comment noted.

7-24 Comment: (Department of Transportation)

Page 7-22: The following future critical intersection should be added to the list, and also on Table 7-11. El Dorado Hills Boulevard and Wilson Way.

Response: Comment noted. The text is hereby revised.

7-25 Comment: (Department of Transportation)

Page 7-25: Under Trip Generation, the first sentence should read Table 7-10 instead of 7-9.

Response: Comment noted. The text is hereby revised.

7-26 Comment: (Department of Transportation)

Page 7-27: Table 7-9 Folsom Area Land Use Assumptions should be removed.

Response: Comment noted.

7-27 Comment: (Department of Transportation)

Pages 7-30 and 7-42: Under Levels of Service, the Table indicated should be 7-11 instead of 7-10.

Response: Comment noted. The text is hereby revised.

7-28 Comment: (Department of Transportation)

Page 7-33: Figure 7-11. In 1997 without the project there will be 38,000 ADT on El Dorado Hills Boulevard at Highway 50 reducing to 12,000 ADT south of Harvard Way. Is this the result of the Raley's commercial area? This assumes Level of Service D and F. Likewise, the same for 2010 without the project, Figure 7-14, Page 7-41.

Response: The increase in traffic on El Dorado Hills Boulevard is due to the Raley's Shopping Center, the El Dorado Hills Business Park, and the proximity to Highway 50. All of these factors make El Dorado Hills Boulevard an attractive route for existing and future residents.

7-29 Comment: (Department of Transportation)

Pages 7-24 and 7-38: Latrobe Road between Highway 50 and White Rock Road will likely be at LOS D or E with six lanes by 1997 without the project. With the project, this road segment with six lanes would go to LOS F.

Response: Comment noted. This has been identified as an unavoidable impact.

7-30 Comment: (Department of Transportation)

Page 7-38: Under Levels of Service, we need further explanation why the Green Valley Road/Salmon Falls Road intersection would be at LOS C for the 1997 plus project while all other intersections would be LOS F. Does this account for the El Dorado Hills Boulevard leg of this intersection?

Response: Yes, the intersection includes the El Dorado Hills Boulevard leg. The intersection would be at LOS C because of the lack of major traffic use and reduced traffic volumes and turning movements.

7-31 Comment: (Department of Transportation)

Page 7-37: 1997 with project impacts. The El Dorado Hills Boulevard/ Highway 50 and Bass Lake Road/ Highway 50 eastbound and westbound ramps have been included to El Dorado County Impacts. These are also included in 2010 without and with scenarios, as well as other improvements being included since the first draft. It still makes it difficult to follow when certain roads will become impacted without other time scenarios between the present and 2010.

Response: Comment noted.

7-32 Comment: (Department of Transportation)

Page 7-46: Mitigation Measures. Projects have total lengths and dollars added to them. Cost per mile is red-marked in the document.

Response: Comment noted.

7-33 Comment: (Department of Transportation)

Page 7-47: The Silva Valley Interchange ramp list should include a southbound to eastbound single-lane on-ramp loop.

Response: Comment noted. The text is hereby revised.

7-34 Comment: (Department of Transportation)

Page 7-48: The consultant needs to identify the 10 traffic signals incorporated in the project design and which five traffic signals are considered part of county improvements. There should be a total of 16 signalized intersections.

Response: The 10 traffic signals incorporated in the project design are:

1. Silva Valley Parkway and U. S. 50 westbound ramps
2. Silva Valley Parkway and U. S. 50 eastbound ramps
3. Silva Valley Parkway and Country Club Drive
4. Silva Valley Parkway and Village Green
5. Silva Valley Parkway and Harvard Way
6. Country Club Drive and Village Green
7. Silva Valley Parkway and Wilson Way
8. Silva Valley Parkway and Green Valley Road
9. El Dorado Hills Boulevard and U. S. 50 westbound ramps
10. El Dorado Hills Boulevard and U. S. 50 eastbound ramps

The five signals which are considered part of county improvements are:

1. Bass Lake Road and U. S. 50 westbound ramps
2. Bass Lake Road and U. S. 50 eastbound ramps
3. Green Valley Road and Salmon Falls Road
4. El Dorado Hills Boulevard and Harvard Way
5. El Dorado Hills Boulevard and Wilson Way

The Green Valley Road and Francisco Drive intersection is signalized.

7-35 Comment: (Department of Transportation)

Page 7-48: Under County Improvements for the existing plus project, the Green Valley Road/Francisco Drive, El Dorado

Hills Boulevard/Harvard Way, and El Dorado Hills Boulevard/ Highway 50 westbound ramp projects need to have cost figures.

Response: Green Valley Road/ Francisco Drive \$100,000. El Dorado Hills Boulevard/Harvard Way \$100,000. El Dorado Hills Boulevard/U. S. 50 westbound ramps \$200,000.

7-36 Comment: (Department of Transportation)

Page 7-49: Having Figures 7-17 through 7-20 situated in a close sequence makes it easier to follow.

Response: Comment noted.

7-37 Comment: (Department of Transportation)

Page 7-50: Under Areawide Improvements, the Highway 50, White Rock Road, and Green Valley Road improvements need to have cost figures. Under Update the El Dorado Hills Traffic Impact Fee, the fee should be determined on a per trip analysis which can then be equated to a per dwelling unit or square-foot amount.

Response: The costs for the areawide improvements would need to be determined through additional studies. Costs would depend on alignment, right-of-way availability, and other factors that need careful plan line study.

The comment on the impact fee is noted.

7-38 Comment: (Department of Transportation)

Page 7-52: Under County Improvements for 1997 without the project, the Green Valley Road and Francisco Drive improvement needs to have a cost figure. There are six not seven critical existing intersections identified in this study, at a cost of \$0.6 million.

Response: Green Valley Road and Francisco Drive, \$100,000.

7-39 Comment: (Department of Transportation)

Page 7-54: Under County Improvements for 1997 plus the project, there should be 16 not 15 critical intersections identified at a cost of \$1.6 million.

Response: Comment noted. The text is hereby revised.

7-40 Comment: (Department of Transportation)

Page 7-54: The Green Valley Road/ Francisco Drive, Green Valley Road/Salmon Falls Road, and El Dorado Hills Boulevard/Harvard Way improvements need to have cost figures.

Response: The cost for each of these improvements is \$100,000.

7-41 Comment: (Department of Transportation)

Page 7-56: Under Areawide Improvements, Highway 50, White Rock Road, Green Valley Road, County Line Interchange, Additional Arterial, Wilson Way, and Park Drive improvements need to have cost figures.

Response: See response to Comment 7-37.

7-42 Comment: (Department of Transportation)

Page 7-56: Under County Improvements for 2010 without the project, the El Dorado Hills Boulevard/Highway 50 eastbound ramps need to have a cost figure.

Response: El Dorado Hills Boulevard/U. S. 50 eastbound ramps, \$300,000.

7-43 Comment: (Department of Transportation)

Page 7-58: Under County Improvement for 2010 plus the project, the Green Valley Road/Francisco Drive, Green Valley Road/Salmon Falls Road, the El Dorado Hills Boulevard/Harvard Way improvements need to have cost figures.

Response: The cost for each of these improvements is \$50,000.

7-44 Comment: (Department of Transportation)

Page 7-59: Mitigation measures incorporated by project design have been added into this draft, and the mitigation measures required by County policy have been removed to Appendix I.

Response: Comment noted.

7-45 Comment: (Department of Transportation)

Figure E-1: Why do certain traffic movements decrease between 1997 and 2010 plus project? Likewise, in Figures E-3, E-4, E-5, E-9, E-11, E-12, and E-15.

Response: The reasons are numerous including: changing land uses, changing travel patterns, new roadway links, and changes in the capacities of facilities. All of these reasons change the travel patterns in the model and thus the traffic movements at the intersections.

7-46 Comment: (Department of Transportation)

Figure E-2: Why isn't the El Dorado Hills Boulevard leg of this intersection included in the future projections?

Response: It should have been. There was an error on the figure.

7-47 Comment: (Department of Transportation)

Figures E-5, E-8, E-10, E-13, E-14: Various legs of these intersections appear to show lower peak hour traffic volumes than is shown on Figure 7-16 for 2010 plus project improved network.

Response: See the response to Comment 7-45.

7-48 Comment: (Department of Transportation)

There needs to be a definition of what "County Impacts" are and the criteria used for determining them. It is not clear from the EIR text how this was done. Likewise, as mentioned before, there is no means provided for funding the improvements needed to mitigate these County Impacts.

Response: See the response to Comment 7-13.

7-49 Comment: (Department of Transportation)

Your suggestion for having the text include an Impacts - Mitigations Matrix would greatly assist the reader to summarize quickly the conclusions of this study.

Response: Comment noted.

7-50 Comment: (Commissioner Johnson, Public Hearing)

What effect will the new transportation study by the Sacramento Area Council of Governments (SACOG) have on the Specific Plan?

Response: SACOG has been doing regional transportation modelling to study the regional transportation needs. It is doubtful that the study would have any effects on the Plan Area.

7-51 Comment: (Jim Bayliss, Public Hearing)

We are concerned about traffic on Green Valley Road, especially if the interchange isn't constructed for 10 years.

Response: Traffic will increase on Green Valley Road with or without Silva Valley Parkway Interchange. As long as the improvements recommended in the Draft EIR, such as

improvements to El Dorado Hills Boulevard Interchange, are implemented, the interchange is not needed for 10 years.

7-52 Comment: (Susan Daily, Public Hearing)

The EIR should address the impacts of expanding Highway 50.

Response: Comment noted. See Chapter 7, "Transportation."

7-53 Comment: (Susan Daily, Public Hearing)

We are concerned about increased traffic on Bass Lake Road. It gets very foggy and dangerous.

Response: Comment noted.

7-54 Comment: (Robert Taylor, Public Hearing)

What will happen to Bass Lake Road if the interchange doesn't go in for 10 years?

Response: In the first 10 years, impacts to Bass Lake Road would not differ with or without the Silva Valley Parkway Interchange.

7-55 Comment: (Gene Wright, Public Hearing)

Bass Lake Road needs to be improved. When is it going to be improved and who is going to pay for it? There are a lot of truck conflicts with the school location.

Response: A detailed alternatives study (Bass Lake Road Realignment, Gene E. Thorne and Associates, Inc. 1987) was completed for the realignment and widening of Bass Lake Road. The El Dorado County Board of Supervisors approved one alignment on September 22, 1987. Engineering design on that alignment is underway and public hearings were to take place in spring 1988.

Construction of the road will occur as the area develops. Developers will pay for the road improvements as part of their cost of development. The only payments will occur when the road will be completed. The faster the development, the faster the road will be improved.

7-56 Comment: (Bhima Nagarajan, Public Hearing)

I am concerned about the traffic from El Dorado Hills to Sacramento. It takes much longer now than it used to. Something must be done to Highway 50.

Response: Comment noted.

7-57 Comment: (Bhima Nagarajan, Public Hearing)

If it takes 10 years to construct the Silva Valley interchange we will have a big mess.

Response: Comment noted.

7-58 Comment: (Sacramento Valley Group, Sierra Club)

Apparently, a 10-lane Highway 50 will be necessary to mitigate the traffic impacts of this and other cumulative projects (p. 7-58). The amount of traffic on a 10-lane freeway will make the attainment of air quality goals impossible. We recommend that light rail and other mass transit alternatives be looked at as a means for getting residents to their places of employment. Additionally, the number of commuters heading to the Sacramento area could be reduced by assuring that significant employment opportunities are available in the local area. The employment opportunities would have to be of the type and salary range compatible with the type of high-end housing planned for this project. The approval of each phase of growth should be dependent on the growth of suitable local employment. The residents of El Dorado County should be careful; otherwise, Highway 50 in the El Dorado Hills area will resemble Highway 50 as it currently is in the Howe Avenue area. The reasons that make El Dorado County such a desirable place to live may slowly disappear.

Response: It is not considered feasible to install light rail in the project area. Other mass transit alternatives, such as carpools, vanpools, shuttle buses, transit pass subsidies, and others, are discussed in the Draft EIR Appendix F, "City of Rocklin Ridesharing Ordinance Handbook." The transportation and air quality chapters in the Draft EIR recommend that El Dorado County adopt and implement a Transportation System Management Ordinance similar to the ordinance detailed in Appendix F. The commenter is referred to pages 7-50 and 7-51 of the Draft EIR for details on this mitigation measure.

Substantial employment opportunities are available or are planned in the local area. Chapter 5, "Population, Housing, and Employment," in the Draft EIR contains a section on the jobs-to-housing relationship. As detailed on pages 5-30 to 5-34, the Plan Area is considered part of the Highway 50 Job Center Corridor. The Sacramento County Department of Planning and Community Development has estimated that employment centers within the Highway 50 Corridor will attract up to 109,000 new jobs between 1985 and 2005 (Urban Alternatives Study 1985 in Wade Associates 1986). This includes 17,000 new jobs in the Folsom area

and 25,000 new jobs in the El Dorado Hills area. This Highway 50 Corridor area does not contain a substantial amount of land for residential development.

The commenter suggests that El Dorado County restrict approval of each phase of growth in the Plan Area based on the growth of suitable local employment. It is not considered feasible for one development in one county to attempt to restrict or direct growth of housing or employment based on housing or employment opportunities available in other jurisdictions.

7-59 Comment: (Sacramento Valley Group, Sierra Club)

The entire traffic section is not understandable. For example, the traffic figures given for existing, existing plus project, and 2010 plus project significantly underestimates the amount of traffic. The traffic numbers do not add up.

Response: The traffic impacts were determined using the MINUTP computer traffic model. The model considers factors that include vehicle travel times, production land uses (residential), and attraction land uses (commercial, industrial, etc.) within a study area. All of these factors change as development occurs, thus making changes to the traffic volume impacts to the circulation network. This makes it impossible for traffic volumes to "add up."

The traffic model was also a p.m. peak-hour model and not a daily model. This model was chosen to correctly identify the worst-case conditions and assist in the designing of roadway network mitigations to those conditions. Daily traffic models do not identify impacts at critical intersections, thus making the mitigation of intersection impacts impossible.

7-60 Comment: (Sacramento Valley Group, Sierra Club)

The traffic analysis fails to evaluate traffic impacts on Highway 50 closer to Sacramento.

Response: The traffic study area was established during the initial meeting on the EIR process. The area was determined based on discussions with both the El Dorado County Planning Division and the City of Folsom Planning Department. The study area boundaries were located in such a way as to evaluate the direct impacts of the project where they could be considered significant. Beyond the study area boundaries, the project traffic mixes with traffic from other areas and becomes diluted. Impacts to Highway 50 closer to Sacramento were not evaluated because impacts from the project are impossible to determine and are considered less than significant.

7-61 Comment: (Sacramento Valley Group, Sierra Club)

The trip ends of 0.8 to 1.5 per residential unit are unrealistically low (p. 7-17).

Response: Comment noted. Table 7-4 lists p.m. peak-hour traffic generation rates because the traffic model was a p.m. peak-hour model. See Table 7-4 for the conversion from peak-hour rates to daily rates. See also comment 7-5.

7-62 Comment: (Sacramento Valley Group, Sierra Club)

The assumption of the percentage of people commuting to work outside of the area of 60 percent does not appear to be realistic. We would not be surprised if 75-85 percent of the residents commuted outside of the area to their places of employment (p. 7-19).

Response: The study area includes 260 acres of commercial development in the Plan Area, 850 acres of industrial development in the El Dorado Hills Business Park, and more than 300 acres of office/retail and industrial development in Folsom.

See also comment 7-4.

7-63 Comment: (Sacramento Valley Group, Sierra Club)

The assumption of 53 percent of the traffic heading west appears low (p. 7-21).

Response: There are a lot of job/shopping opportunities within the study area. It would not be necessary for residents to leave the area to satisfy these needs.

See also comment 7-4.

7-64 Comment: (Sacramento Valley Group, Sierra Club)

The peak hour of 60 percent "in" seems low (p. 7-31).

Response: The study area includes a substantial amount of job opportunities. See also Comments 7-4, 7-62, and 7-63.

7-65 Comment: (Sacramento Valley Group, Sierra Club)

The commuter van pool program mentioned in the comment letter from El Dorado County on page B-14 should be considered in the EIR as a traffic and air quality mitigation measure. Enforcement and monitoring measures need to be made by the county before plan approval is made.

Response: The Specific Plan proposes a Park and Ride lot near Highway 50 and Silva Valley Parkway and includes

provisions for bus shelters and bus turnouts. The Draft EIR recommends adoption and implementation of a Transportation System Management (TSM) ordinance. These two measures would provide for the same mitigation as the commuter van pool program.

7-66 Comment: (Sacramento Valley Group, Sierra Club)

The letter from the California Department of Transportation on page B-16 states that Highway 50 is a major access route to employment centers in Sacramento and that the EIR should identify impacts on Highway 50 as a result of additional vehicle miles traveled to work locations. This has not been done.

Response: We disagree. The transportation analysis was coordinated with Caltrans. Caltrans has reviewed and commented on the Draft EIR. The reader is referred to Comments 7-7 through 7-11.

7-67 Comment: (Public Hearing)

What are we doing to preserve land or get fees for light rail or fixed rail?

Response: The county is not currently requiring any land or fees from developers to develop rail systems. It should be noted that the existing 18.3-mile light rail system in Sacramento cost just under \$10 million per mile to construct, including right-of-way costs.

The City of Folsom is currently working on a revised Folsom General Plan that anticipates connecting light rail to Hazel Avenue in 10-15 years.

7-68 Comment: (Public Hearing)

Most of the people living in the Plan Area at first are likely to work in Sacramento County. Why should we adopt a Transportation Systems Management (TSM) ordinance? Doesn't it apply primarily to employers?

Response: El Dorado County should adopt a TSM ordinance to reduce the use of single-occupant automobiles and increase the use of alternative modes of transportation. Transportation problems and associated air quality impacts should be considered a regional concern and require a regional solution. Sacramento County, the City of Sacramento, and the South Placer jurisdictions have all adopted TSM ordinances.

Yes, TSM ordinances do work more on the employment side of reducing trips, but they should be considered important transportation and air quality mitigations.

7-69 Comment: (Brad Kortick, City of Folsom)

The Folsom City Council passed a resolution regarding cooperation on a traffic study for increased traffic on Green Valley Road. He said they will be presenting a copy of the Resolution No. 2283 and letter to the planning commission secretary.

Response: Comment noted. The Draft EIR includes a mitigation measure that El Dorado County consider a joint powers agreement to finance areawide improvements. In addition, at the commencement of the EIR process, El Dorado County coordinated the scope and schedule of the traffic study with the City of Folsom. At a meeting with Brad Kortick in spring 1987, the EIR team learned that Folsom was revising its general plan. The traffic consultant for the Specific Plan EIR coordinated with the traffic engineers for the Folsom General Plan team. At that time the city had no definitive data available about the amount or timing of growth. Three alternatives were proposed for the general plan. The EIR is being prepared on the preferred alternative, which is a hybrid of the citizen input and the medium growth alternative. As of July 1988, Folsom was still typing the EIR, which should be available by the end of July. The preferred alternative and EIR are scheduled to be adopted and certified by November 3, 1988.

Chapter 8: Air Quality

8-1 Comment: (ECOS)

The Draft Environmental Impact Report does not adequately describe the air quality problem in the Sacramento metropolitan area and the impact of the project on air quality (8-3). Sacramento is a non attainment area for ozone and carbon monoxide under federal law. This means that federal standards for these pollutants are being violated. The U. S. Environmental Protection Agency has determined that the air quality plan for this area is inadequate, and has given notice of new requirements for local governments to meet air quality standards. This includes full mitigation of all emission growth after 1987. El Dorado County will be included in these requirements. Therefore, the Draft Environmental Impact Statement should provide detailed information on how the El Dorado Hills Specific Plan will affect the ability of El Dorado County to meet its obligations under federal law to meet air quality standards in the Sacramento Air Basin.

Response: The air quality problems within the adjacent Sacramento Air Quality Maintenance Area (AQMA) are discussed on page 8-3 of the Draft EIR. Direct and indirect

emissions of the project are quantified on page 8-5. The effect of these emissions on the Sacramento AQMA is discussed on pages 8-6 and 8-7.

The U. S. Environmental Protection Agency published a proposed policy regarding post-1987 Nonattainment Areas for ozone and carbon monoxide on November 24, 1987. The comment period on the draft policy will extend to March 1988, and publication of a final policy could occur several months later.

The proposed policy would expand the air quality planning area for Sacramento to include Sacramento, Yolo, Placer, and El Dorado Counties. This proposed policy would require the preparation of emission inventories for these four counties and would additionally require an inventory of large stationary sources within 25 miles of the boundaries of the planning area. The proposed policy includes a formula for calculating the number of years allowed for eventual attainment of the standards and provides for mitigation of growth in emissions. It should be noted that this is a draft policy, subject to modification after the comment period. Such a policy could be subject to legal challenge or could be replaced by amendments to the Clean Air Act adopted by Congress.

As noted on page 8-10 of the Draft EIR, emissions associated with the proposed project and cumulative growth in the region would require more stringent controls on stationary and mobile sources to offset the cumulative increases. Under the currently proposed EPA policy, growth in emissions would have to be offset and emissions reduced an additional 3 percent. Under the proposed EPA policy, enforcement mechanisms would be identical to those under the provisions of the Clean Air Act.

8-2 Comment: (ECOS)

The DEIR also fails to identify the actual hydrocarbon emission in the County. This project will substantially increase the level of hydrocarbon emissions but that level is not identified. The County has not collected baseline information essential to the task of identifying the environmental and public health impacts of this massive project. The County of El Dorado is in violation of federal ozone standards but is not monitoring the project site to determine the number of violations per year and the ozone concentrations measured.

Response: Hydrocarbon emissions associated with the project are discussed in Table 8-2 of the Draft EIR. Changes in countywide emissions are discussed on page 8-6.

8-3 Comment: (ECOS)

Moreover, the DEIR trip generation rates reported in the Transportation Chapter would underestimate the transportation emissions generated by the project by a factor of 10. Therefore the estimated air quality impact of the project in 2010 cannot be accepted as valid.

Response: No. The trip generation rates were peak-hour rates used for a peak-hour model. The air quality analysis is valid. See also response to Comment 7-5.

8-4 Comment: (ECOS)

The DEIR states that the effect of project emissions on the Sacramento Air Quality Maintenance Area can be reduced to a less-than-significant level if the county adopts a Transportation System Management ordinance as described in Chapter 7, "Transportation." (8-6, 8, 10) We do not agree. While local measures to reduce single-occupant trips of a regional nature would certainly be necessary to mitigate the regional air quality impacts of the project, the ordinance vaguely described in Chapter 7 would not accomplish that goal. The Transportation Systems Management ordinance described in Chapter 7 seems contingent upon application to employment-related trips within the county. (7-50)

Response: On page 8-6 of the Draft EIR it is stated erroneously that regional impacts could be reduced to a less-than-significant level. The Draft EIR correctly indicates that regional impacts are significant and unavoidable on pages 8-6, 8-10, and 8-11.

8-5 Comment: (Commissioner Johnson, Public Hearing)

What effect will the parking lots and increased land coverage have on air to the east?

Response: Minimal. Urbanization of formerly undeveloped land effects the atmosphere near the ground by reducing humidity due to reduced evapotranspiration and evaporation and by reducing temperatures slightly during the daytime and increasing temperatures slightly during the night because of the added thermal mass of pavement and concrete, which absorbs sunlight (energy) during the day and releases it at night. Additional roughness created by buildings would reduce wind slightly. All of these effects would extend less than 1 mile beyond the project area.

8-6 Comment: (Commissioner Johnson, Public Hearing)

What effect does the job-housing balance have on air quality? What are the most effective ways to reduce emissions?

Response: Trip generation and trip length for home-to-work trips are affected by the jobs-to-housing balance. Ideally, jobs and housing can be balanced so that long-distance commuting can be minimized and people can live close enough to their place of work that bicycle and pedestrian modes of travel are used by substantial numbers of employees. As discussed in Chapter 5 of the Draft EIR, the project would have a positive effect on the jobs-to-housing balance in the U. S. Highway 50 corridor. The project would also create new housing within short distances to employment centers. Still, only a fraction of the project residents would work locally. The remainder would commute out of the area.

The most effective means of reducing commute emissions is transportation system management (TSM). However, it is really only effective at reducing trip generation at the place of employment. Reduction of commute trips from a residential development can come from provision of local employment opportunities in conjunction with connecting bicycle and pedestrian paths and other amenities, and measures to increase vehicle occupancies such as park and ride facilities.

8-7 Comment: (Sacramento Valley Group, Sierra Club)

On page 8-8 the statement is made that a TSM ordinance would reduce air emissions to a less-than-significant level. This statement needs to be substantiated. There is no assurance that we are aware of that a TSM ordinance would reduce air emissions significantly, and there is no assurance that a TSM ordinance will be adopted.

Response: On page 8-6 of the Draft EIR it is stated erroneously that regional impacts could be reduced to a less-than-significant level. The Draft EIR correctly indicates that regional impacts are significant and unavoidable on pages 8-6, 8-10, and 8-11.

See also comment 8-4.

8-8 Comment: (Sacramento Valley Group, Sierra Club)

Specific commitments to the capital and operating costs of at least one additional air quality monitoring station in the plan area, to be implemented immediately to measure existing levels of air pollutants, should be required as an air quality mitigation measure. The El Dorado County Air Pollution Control District and SACOG should specify the requirements of the station, to be owned and operated by the Air Pollution Control District.

Response: The establishment of an ozone and carbon monoxide monitoring site within the Plan Area would require

capital costs of approximately \$25,000 for acquisition of the required air conditioned and heated space, ozone and carbon monoxide monitors, recording equipment, and calibration equipment. In addition, there is a substantial manpower requirement for instrument calibration and maintenance, data reduction, and air quality assurance procedures. Annual costs for maintenance of the monitoring site could conservatively reach another \$25,000 annually. It is possible that the annual cost of maintaining the site could be reduced. For example, the Sacramento County Air Pollution Control District maintains an ozone monitor at Folsom, so it might be possible to contract maintenance of the suggested monitoring site to that district at a considerable savings in cost.

Data on existing ozone and carbon monoxide levels on the site would be useful, but from a regional standpoint, El Dorado Hills is close to the existing Folsom site, and, at least for ozone, an El Dorado Hills site may be redundant.

8-9 Comment: (ECOS and Sierra Club)

El Dorado County should have a vehicle inspection and maintenance program.

Response: The California Bureau of Automobile Repair (BAR) currently administers a program of vehicle inspection and maintenance for automobiles registered in Sacramento County, the San Francisco Bay Area, and other metropolitan areas in California. The program requires that gasoline-powered passenger cars and light trucks be inspected once every 2 years and upon change of ownership at private garages licensed by BAR. The inspection involves a measurement of exhaust emissions and a visual inspection of certified emission control devices. Vehicles that pass the inspection are issued a Certification of Compliance, which must be presented to obtain registration renewal. Vehicles that fail the inspection must be repaired and retested.

Under Senate Bill 777, passed in 1986, nonattainment areas not currently in the program can request to be included in the program. The Air Pollution Control District governing board could implement this measure by requesting BAR to include El Dorado County. While there would be no cost in terms of county funds, county residents would pay the additional cost of obtaining the Certificate of Compliance and cost of required vehicle repairs.

The current program is estimated to reduce hydrocarbon emissions from affected vehicles by 12.3 percent and reduce carbon monoxide emissions by 9.8 percent.

8-10 Comment: (ECOS and Sierra Club)

El Dorado County should join SACOG.

Response: El Dorado County was at one time a member of SACOG but more recently joined the Sierra Planning Organization (SPO). Rejoining SACOG would require the Board of Supervisors to petition SPO to allow El Dorado County to leave and to petition SACOG to allow El Dorado County to join. The annual dues for SACOG are 4 cents per capita.

8-11 Comment: (ECOS and Sierra Club)

The air quality analysis is inappropriate because the wrong peak-hour traffic figures were used.

Response: The peak-hour traffic volumes were used in the analysis of local carbon monoxide concentrations. The total daily trip generation rates were used in the analysis of regional emissions.

8-12 Comment: (ECOS and Sierra Club)

The discussion of fireplace and woodstove smoke effects is in error.

Response: Fireplace and woodstove smoke have been found to be substantial contributors to visibility reduction and particulate concentrations in many areas of the western United States, to the point where some cities and states have adopted controls such as bans on woodburning during adverse weather conditions and requirements for installation of catalytic converters in woodstoves. The incidence of wood smoke problems is related to several factors: very cold weather, resulting in high volume of wood burning; high density of fireplaces and stoves; and calm, stable weather conditions. Compared to other areas, the Plan Area would not have a high potential for wood smoke problems. Temperatures are relatively mild given the site's elevation, the low density of the proposed project (1.8 units per acre overall), and the hilly terrain, which results in drainage winds at night.

8-13 Comment: (Public Hearing)

We have been discussing eliminating refuse burning in El Dorado County. Won't this improve the air quality?

Response: The El Dorado Air Pollution Control Board is currently considering a ban on residential refuse burning. The proposal is in response to citizen complaints, primarily from the Cameron Park area. If such a ban is imposed, it is unlikely that a substantial regional change

in air quality would result because residential refuse burning is a minor source of pollutants on a countywide scale.

8-14 Comment: (Public Hearing)

Do we have any plans to set up new air quality monitoring stations?

Response: According to Jim Thompson, Air Pollution Control Specialist for the El Dorado County Air Pollution Control District, the only new monitoring program being considered is the installation of a temporary PM-10 monitor at either Cameron Park or El Dorado Hills as part of the evaluation of whether residential refuse burning should be banned. Plans call for operation of the monitor for about 4 months beginning in May 1988.

Other additions to the regional network of monitors now planned are ozone monitors at the Sacramento Metropolitan Airport and Roseville.

ECOS and the Sierra Club suggested a monitoring station at El Dorado Hills as a mitigation measure for this project. See Comment 8-8.

8-15 Comment: (Public Hearing)

SACOG is doing a study on regionwide pollution. Should El Dorado County participate in the study? I think SACOG is also doing a regionwide traffic study which includes Highway 50 in El Dorado County.

Response: SACOG is currently conducting Phase 1 of a Nonattainment Plan update. This effort includes a regional traffic study, but the area covered does not extend to El Dorado County. El Dorado County trips on U. S. Highway 50 are, however, included in the model as external trips. Phase 1 is planned to be concluded in late summer or fall 1988. If funding can be obtained, Phase 2 of the update would then be undertaken with detailed air quality modeling. To participate in this effort, El Dorado County would need to supply transportation system modeling compatible with the system used by SACOG, together with housing, population, and employment projections to 2010.

8-16 Comment: (Public Hearing)

Should we restrict wood stoves to improve air quality? If so, would it be on a project-by-project basis or countywide?

Response: Several cities and states in the western United States have adopted fireplace and wood stove controls in an

effort to reduce air pollution. Approaches to controlling these emissions include:

- o limiting the number and types of fireplaces and stoves in new construction,
- o regulating the design of new wood stoves sold or installed,
- o regulating the use of wood heating (prohibiting wood fires during high CO or particulate conditions, for example).

It is noteworthy that all of the above approaches have been taken to reduce either CO or particulate emissions. Since wood burning is primarily a winter phenomenon, controls on wood burning would have no effect on summer ozone problems.

As stated in the Draft EIR, the low density of the proposed project, the large amounts of open space within the site, and the complex terrain of the area reduce the potential for wood smoke problems. Even though problems are not anticipated, air quality could be improved by adoption of one or more of the above strategies for control of wood smoke emissions. Limiting all homes to one fireplace or stove is an example of the first strategy. Banning open fireplaces and requiring installation of wood stoves with catalytic converters would be an example of the second strategy. The third strategy would probably not be appropriate for the proposed project; it is aimed at urban areas with severe wood smoke problems.

Wood burning controls would be most effective if implemented on a countywide basis rather than a project-by-project basis.

Chapter 9: Noise

9-1 Comment: (Holliman, Hackard and Taylor)

The finding that "single-event noise levels produced by aircraft from Mather Air Force Base" is a significant unavoidable impact is not supported by Chapter 9 (Noise) of the DEIR and should be deleted from the list of significant unavoidable impacts.

Response: The project would result in increased numbers of people being exposed to single-event noise levels produced by aircraft from Mather Air Force Base. At the public hearing on December 10, 1987, two planning commissioners mentioned that aircraft noise is a problem in El Dorado

Hills. There are no standards for determining the "significance" of the impact. In the judgement of the EIR preparers the impact is significant. Other individuals may believe the impact from the noise is less than significant.

9-2 Comment: (Public Hearing)

The noise chapter suggests limiting construction to daytime hours (7 a.m. - 9 p.m.) to minimize noise impacts. It isn't light until 9 p.m. all year long. I think they should quit working at 6 p.m. and avoid weekends.

Response: Comment noted. The following mitigation measure is recommended for inclusion in the EIR:

Limit construction to daytime hours from 7 a.m. to 7 p.m. or sunset, whichever is earlier, Monday through Friday.

Chapter 10: Geology, Seismicity, and Soils

10-1 Comment: (Marcia Hanebutt and David Hanebutt)

General Erosion Control: This land (the hills in particular) is of an unstable nature and for the most part has very little tree coverage; it is mostly covered by rangeland grasses. We hope that all considerations have been made and noted as to the protection of potential slide areas. The hills are very steep and in many areas treeless.

Response: Comment noted. The environmental analysis included as Chapter 10, "Geology, Seismicity, and Soils," did not identify landslides as a potential concern. The Specific Plan proposes open space for most of the steeper slopes. Geotechnical studies would be necessary prior to construction.

Chapter 11: Hydrology and Water Quality

11-1 Comment: (Marcia Hanebutt, Public Hearing)

We own property adjacent to Village G. The Specific Plan proposes one-half-acre lots near our property. Carson Creek goes through our property, and it's a raging river after a storm. What about the drainage on these lots?

Response: The proposed development would increase the amount of impervious surface area and the channelization of stormwater flow. The developer has proposed retention ponds at several locations in the Plan Area to retain the high flows and minimize the potential for flooding downstream. All drainage plans will be reviewed by the county to assure adequate capacity.

11-2 Comment: (Marcia Hanebutt and David Hanebutt)

We are also concerned about drainage. a) Carson Creek flows through our property as does another overflow creek which junctions with Carson Creek and continues to flow as Carson Creek through our property to our neighbor's. Are the engineering reports adequate on the proposed developments in G-3 and also G-1, F-1, and F-2? What impact will the homes in these areas have on Carson Creek? Carson Creek is already a wild creek and during a heavy rain storm is a raging torrent. We are concerned for Carson Creek and its natural beauty. Hopefully, any drainage considerations will encompass the full preservation of Carson Creek's incredible beauty and natural flow. b) Another drainage concern is the impact the parcels to be located west of us will have on the natural drainage flows on our property. The parcels on our west side will be higher than our land, and the natural drain is to an area of our property that is a wet bog from winter until mid-spring. The adjoining parcels, us and our neighbors, must be considered!

Response: The Specific Plan proposes to dispose of much of the storm drainage within natural, unaltered drainageways. The developer would be required by the county to conduct extensive drainage studies prior to development. The storm drainage system would be designed to prevent making existing drainage problems worse.

11-3 Comment: (Public Hearing)

We should require water quality monitoring of the creeks in the Plan Area. Our basic concern is turbidity and visibility.

Response: Several design features of the Specific Plan are intended to minimize erosion and sedimentation, including the policies to retain the natural topography, minimize the removal of trees and riparian vegetation, and utilize storm water retention basins in the golf courses. The developer would also have to comply with the El Dorado County Resource Conservation District (RCD) guidelines, which would probably require an erosion control plan and complete revegetation and stabilization of all disturbed areas. Additional measures to minimize water quality impacts are found on pages 12-46 and 12-47 of the Draft EIR and include implementing precautionary measures during design and construction to minimize stream degradation and preparing and implementing an erosion and sediment control plan.

A water quality monitoring program would require preconstruction sampling to determine turbidity and total suspended solids. Samples should be taken during at least four heavy rain events to establish baseline data. While

construction occurs within 0.5 mile of a creek, samples should be taken weekly. The monitoring program should be coordinated with the RCD.

Chapter 12: Vegetation, Wildlife and Aquatic Resources

12-1 Comment: (Department of Fish and Game)

The Department finds the DEIR adequate in its treatment of the fish and wildlife resources and their habitat within the project site. We recommend all of the proposed mitigation measures (pages 12-36 to 12-48) be implemented into the project as conditions of project approval.

The applicant should be advised it will be necessary to secure a Streambed Alteration Agreement, pursuant to Section 1603 of the Fish and Game Code, prior to any construction activity occurring within the 100-year floodplain of any waterway within the project lands.

Response: Comment noted.

12-2 Comment: (Debi Drake)

I also have a concern about the preservation of the oak trees as proposed in the Plan. I do not believe that a golf course will truly protect the oak trees. It is my understanding that oak trees do not do very well when they receive frequent waterings. The proposed golf course (if it's like other golf courses) would water its greens on a daily basis. I am concerned that the oak trees that are being "preserved" on the golf courses would actually end up dead in a short-time due to the frequent watering.

Response: The impact assessment assumed that most of the oak trees would be removed or die due to overwatering. Careful site design of the sprinkler system and sprinkler orientation would minimize overwatering of the trees. The Draft EIR also recommends that golf course edges be planted with trees (blue oak, live oak, and digger pine) to help compensate for the loss of this vegetation. Studies have shown that oak trees planted in an artificial water regime will survive better than established oak trees that undergo a drastic change in their water regime.

12-3 Comment: (Debi Drake)

Also, I wonder what effects (negative or positive) the chemicals used by the golf course to maintain its greens would have upon the native oaks. I think it is important to consider the above scenario when the Commission tallies the number of oaks it is truly preserving through this

Specific Plan. The large number of oaks the Plan preserves on paper may actually be a large number of dead oaks when the plan is actually implemented.

Response: It is not known what effect the fertilizers or chemicals would have on the oak trees. Therefore, it was assumed that most oaks on the golf course would die.

12-4 Comment: (Holliman, Hackard, and Taylor)

The finding that "direct loss of live oak forest wildlife habitat due to project construction is a significant unavoidable impact" should be deleted from that category and identified as a potentially significant impact, as set forth in Table 3-1. Further, the identification of the removal of 52.8 percent of live oak forest as a significant impact and the recommended mitigation measure for retention for a minimum of 75 percent of live oak forest and open space cannot be sustained. The asserted impact on potential reduction in wildlife resources is not supported by any finding of existing or reasonable expectation of wildlife. Mitigation measures listed on page 7 of Table 3-1 for loss of live oak forest are equally applicable to the asserted unavoidable impact. The recommended retention of 75 percent of live oak forest for wildlife habitat does not appropriately consider the other listed mitigation measures for rendering effects on wildlife less than significant.

Response: The California Environmental Quality Act Statutes and Guidelines 1986 (California Office of Planning and Research 1986), Appendix G, Significant Effects, identifies two criteria applicable to this question: "(d) Interfere substantially with the movement of any resident or migratory fish or wildlife species;" and "(t) substantially diminishes habitat for fish, wildlife or plants."

From a Plan Area perspective, the impact of removing 52.8 percent of the live oak forest is significant. Roughly a comparable amount of wildlife would be lost. Some animals would be killed outright by construction or related activities, but most would be lost to increased competition and predation on lands they move to as development displaces them. The fragmentation of the live oak forests further exacerbates the wildlife losses. Diminished wildlife numbers (numbers of species and individuals except for urban species) can be partially compensated by habitat enhancement such as provision of food plants and watering devices and the planting of vegetation cover. Enhancement activities to double the carrying capacity for all the species supported by the live oak forest would be a difficult task, considering the present plan, and has not been achieved by the general mitigation suggested in the Specific Plan and EIR.

If a broader perspective is taken, and the loss of 305 acres of live oak forest is compared with the total number of acres of live oak forest in the county (4,000), the loss of 7.6 percent ($305/4,000$) of the county's live oak forest is still a significant impact. Such a loss of habitat means that approximately 7.6 percent of the wildlife supported by live oak forest in the county would be lost.

If an even broader perspective is taken, and the loss of the 305 acres is considered in terms of all the live oak forest in California, the percentage drops to less than 1 percent; but the cumulative impact of losses at a number of locations becomes an important consideration. The loss of oak woodlands and the wildlife they support is becoming of increasing concern to resource agencies. Mitigation for the loss of live oak woodlands throughout the state has not been sufficient to prevent the continued loss and degradation of this habitat type and the wildlife it supports.

It is the opinion of the El Dorado County Planning Commission that the mitigation measures found on pages 12-36 through 12-48 mitigate the impact of direct loss of live oak forest wildlife habitat to a less-than-significant level.

12-5 Comment: (Holliman, Hackard, and Taylor)

Table 3-1 lists the "effects of wildlife from removal of riparian vegetation along Carson Creek and its tributaries" as a significant impact and recommends establishment of a 200-foot-wide buffer zone along Carson Creek. The recommended mitigation is excessive and unsupported by any specific data. It is respectfully suggested that the county find that a 100-foot-wide buffer along Carson Creek is adequate mitigation when considered in conjunction with the additional mitigation measures and incorporated in the Specific Plan.

Response: A 200-foot-wide buffer zone along Carson Creek was recommended (pages 12-32 and 12-45) to protect riparian vegetation and wildlife values while a 100-foot-wide buffer was recommended (12-44) for other creeks in the Plan Area. A wider buffer zone was suggested to protect Carson Creek because it has nearly year-round flowing water, areas of willow-cottonwood-oak dominant riparian vegetation, and high wildlife values. Carson Creek provides (page 12-9) important cover, foraging, and breeding habitat for many animals. A 200-foot-wide buffer is the minimum usually requested by resource agencies to protect wildlife and fisheries resources and water quality. A lesser width may be recommended by agencies where existing vegetation is grass or brush-covered, or where aquatic resources are insufficient to support fish.

The specific nature and extent of "additional mitigation measures" that might compensate for the loss of riparian wildlife values is not specified in the comment. No evaluation of the adequacy of the "additional mitigation measures" can be made without specific identification and commitment to specific measures. The values to wildlife of streamside corridors are not reasonably mitigated by habitat enhancement or habitat creation separate from a riparian zone. The provision of water, food, and cover (for resting, nesting or breeding) all within the riparian zone is the reason that the riparian zone is so valuable to wildlife and so difficult to duplicate the values outside the streamside zone.

12-6 Comment: (Marcia Hanebutt and David Hanebutt)

We have the following suggestion. Keep the setbacks for Carson Creek at a reasonable distance (200 feet - 100 feet each side). Consider that this creek can swell to 25-35 feet wide (in the G-3 area) during a good rainstorm. The setback should also consider the preservation of the natural beauty and flow of Carson Creek.

Response: Comment noted. The Draft EIR recommends a 200-foot-wide corridor along Carson Creek. See also Comment 12-5.

12-7 Comment: (Sacramento Valley Group, Sierra Club)

On page 12-17 the statement is made that the proposed project would have a significant impact on mule deer. However, the number of mule deer is undetermined, and the claim is made that the area is not an important mule deer wintering area. We feel that there is a good possibility that this area is important to wintering deer because of its mild winters. We recommend that the number of summer and winter mule deer in the area be counted, and that measures be adopted so that the effect of the development on the mule deer population will be monitored as the development proceeds. Approvals of each step of development will be made based on the monitored impacts of the development on the deer population. The cumulative effects of development on El Dorado County's west slope mule deer population has the serious potential to have a significant negative impact. We recommend that a wildlife biologist be consulted as part of the EIR.

Response: The comment is incorrect. On page 12-17 of the Draft EIR, the statement is made that the Plan Area supports an undetermined number of resident deer. A California Department of Fish and Game spokesperson has stated that the Plan Area is not an important area for migratory or wintering deer herds (Mapes pers. comm.).

Impacts to mule deer are identified as potentially significant on page 12-36 of the Draft EIR. To reduce this impact to a less-than-significant level, the suggestions are made to retain extensive, contiguous tracts of oak forest and blue oak woodland in undeveloped open space, enforce leash laws in the open space, and minimize fencing to permit movement of wide-ranging wildlife. The Specific Plan proposes to retain large amounts of oak forest and blue oak woodland in undeveloped open space.

The comment does not provide any new information that indicates a need to reassess the impacts on mule deer.

Chapter 13: Cultural Resources

13-1 Comment: (Jack N. Tobiason)

With regard to the interchange location proposed by the developers, I note that the EIR tells the developer to avoid the Tong Cemetery. Placing the eastern on-ramp tightly against the cemetery is an open invitation for vandalism, garbage dumping, and desecration of the cemetery. It does not comply with EIR requirements.

Response: The mitigation measure referenced in the comment is found on page 13-20 of the Draft EIR. The mitigation measure is to design the Specific Plan to avoid impacts to sites, specifically Site EDH-29 (Tong Cemetery).

This mitigation measure applies to the proposed Silva Valley Parkway Interchange. This interchange will be reviewed in a separate site-specific document.

Chapter 14: Aesthetics

No comments were received.

Chapter 15: Energy Conservation

No comments were received.

Chapter 16: Alternatives

16-1 Comment: (ECOS)

The DEIR fails to consider alternative land use configurations for the 4,000 acre community. Alternatives such as

mixed land uses including a jobs-housing balance of 1:1, and higher density housing on transit lines, should be evaluated to compare the impacts on transportation and air quality with the project proposed.

Response: Comment noted. See also Comment 5-1. Alternatives such as mixed land uses and higher density housing on transit lines would result in less transportation and air quality impacts compared to the proposed project. Implementation of either of these alternatives is considered remote given the El Dorado Hills/Salmon Falls (EDH/SF) Area Plan designations for the Plan Area, the desire of the existing El Dorado Hills residents to retain a rural atmosphere, and the goals of the project applicant.

The EDH/SF Area Plan contemplated a mixture of different land uses, including residential uses at various densities, and employment-generating uses, such as regional commercial and industrial uses. The Specific Plan as proposed is consistent with the planned land uses.

The El Dorado Hills/Salmon Falls Area Plan contemplated a mixture of different land uses including residential uses at various densities and employment-generating uses such as regional, commercial, and industrial uses. The Specific Plan, as proposed, is consistent with these planned uses.

Chapter 17: Cumulative Analysis

17-1 Comment: (ECOS)

The cumulative impacts of the air quality and transportation impacts of this project in Sacramento County are significant and these impacts have not been adequately analyzed in the DEIR. Commute travel by residents of this development to work sites in Sacramento County clearly will add to congestion and air quality problems in Sacramento County.

The jurisdictions in Sacramento and Southern Placer County have policies and are developing improved policies to mitigate negative growth impacts. These include regulation of land uses so that housing and jobs are in balance within communities, reducing long commute trips and increasing opportunities for alternative transportation between homes and jobs.

These jurisdictions are also engaged in an air quality plan update to determine what additional policies are needed to fully mitigate cumulative growth impacts. The El Dorado Hills Specific Plan does not include a jobs-housing balance analysis nor an evaluation of single occupant vehicle trip reduction programs appropriate to very large residential

communities. It does not inform decision makers about the major effort now required of local jurisdictions in the air basin to come up with new transportation emission controls to attain national air standards. Mitigation of cumulative impacts clearly requires such analyses to be included in the DEIR.

Response: The cumulative transportation and air quality impacts are addressed in Chapter 7, "Transportation," and Chapter 8, "Air Quality."

The EIR analyzes the jobs-to-housing relationship in Chapter 5, "Population, Housing, and Employment." Please see pages 5-30 to 5-34.

Single-occupant vehicle trip reduction programs work best when applied to large businesses rather than large residential communities. It is easier getting two or more people who work together to ride together than people who live in one area but work in different places to ride together to differing work places.

See also response to Comment 8-1.

17-2 Comment: (Public Hearing)

Does the cumulative analysis address convalescent care facilities?

Response: No. The provision of convalescent care facilities was not identified by the county or any agencies or individuals as a cumulative impact of concern.

17-3 Comment: (Public Hearing)

What is the status of cumulative water demand?

Response: EID reviewed the cumulative projects analysis and submitted additional comments. See their comment letter, dated February 23, 1988 (Comment 17-4).

In summary, EID states that the water and wastewater impacts were based on a cumulative total of approximately 17,369 dwelling units (10,025 from listed projects and approximately 7,344 from the Specific Plan) as anticipated from 59 projects identified in Table 17-1 in the Draft EIR. Only 1,962 of the 10,025 dwelling units represent projects which have either started or completed construction of water and sewer facilities and therefore represent a firm future water demand.

EID has stated that most of the projects listed in Table 17-1 in the Draft EIR have either received a System Capability Report from EID to allocate tentative approval, or have not yet received approval, or have not yet been reviewed.

The conclusion in the Draft EIR is that cumulative impacts on water service are significant and unavoidable.

17-4 Comment: (El Dorado Irrigation District)

Chapter 17 of the Draft, titled "Cumulative Impacts," needs clarification with regard to the relationship of EID, to the County of El Dorado, and the City of Folsom. The cumulative study area includes the Specific Plan area plus surrounding lands in El Dorado Hills, Cameron Park, and the City of Folsom. This was for the purposes of assessing traffic impacts. The only area which can be considered relative to water and sewer service from the Folsom Lake Water Supply is the El Dorado Hills area as shown on the attached Exhibit A. This is the water service area contracted for by EID with the U. S. Bureau of Reclamation. It should be noted that EID has projects under construction and other projects in the planning stages which would enable the District to deliver water to this service area from other higher elevation sources.

The water and wastewater impacts were based on a cumulative total of approximately 17,369 dwelling units (single- and multifamily) generated from the Specific Plan buildout and construction of 59 projects identified in Table 17-1. It is important to understand that of the projects identified in Table 17-1, only 1,962 dwelling units of the total 10,025 dwelling units represent projects which have either started or completed construction of water and sewer facilities and therefore represent a firm future water demand. The balance of these projects have either received a System Capability report, pursuant to District Policy Statement No. 22 (copy attached), which was adopted by both EID and the County Board of Supervisors as a method of allowing tentative approval, or they are projects which have not yet received approval and, in some cases, not yet been reviewed. As the Specific Plan has a 20-year buildout period and many projects listed in Table 17-1 are only possibilities, it seems obvious that the cumulative impact of development in the subject area will not occur by 1990.

Finally, it should be made clear that it is not necessary to have all facilities built or committed before approving the continuation of development plans.

Response: Comment noted.

17-5 Comment: (Hefner, Stark, & Marois)

On behalf of the Russell Ranch Partnership, we wish to take this opportunity to comment on and object to the above referenced Environmental Impact Report (EIR) as being inadequate due to its failure to address the Russell Ranch Development within the cumulative impact analysis, as required under the California Environmental Quality Act.

The Russell Ranch Partnership has intended for some time to submit an application to the County of El Dorado requesting a general plan amendment, zoning change, and approval of a schematic development plan for the 1,050 acres of land located on the western border of the El Dorado County line. The attached documents describe the proposal. In addition, the Russell Ranch Partnership has been working with the county in regard to the development of their property for over six (6) months.

Upon receiving a Notice of Preparation of a Draft EIR early in 1987, Stefan Manolakas, the attorney for the owners of this property, submitted a response indicating the owners intent to develop their property and requesting that their project be included within the cumulative impact analysis of the above referenced EIR. The EIR which has been subsequently prepared, and which is before you tonight for certification, is inadequate due to its failure to address the cumulative impacts of the Russell Ranch project. Due to this inadequacy, we would urge the Board to deny certification of the EIR until this omission is corrected.

To be adequate, the EIR's cumulative impact analysis should discuss "past, present, and reasonably anticipated future projects including those outside the agencies' control that have produced, or are likely to produce, a related or cumulative impacts" (CEQA Guidelines section 15130, subdivision (b)). The California courts, as recently as 1987, have determined that projects not formally proposed may be "reasonably foreseeable" for purposes of a proper cumulative impact analysis (Liveu v. Johnson, 195 Cal. Ap. 3rd 517). A review of the CEQA Guidelines reveals that the lead agency has the responsibility to "use reasonable efforts to discover, disclose, and discuss" related past, present, and future projects (CEQA Guidelines, section 15130). The law appears clear that any "reasonably foreseeable" project which is likely to produce cumulative effects or impacts must be discussed within an EIR. The report before you for certification does not meet that criteria and should not be certified.

The Russell Ranch project was certainly foreseeable at the time of preparing the EIR for the El Dorado Hills Investors, Limited project. As stated above, the Russell Ranch property owners submitted a response to the Notice of

Preparation indicating their intention to develop the Russell Ranch property. A copy of that letter and the documents which supported it are attached hereto. This letter was received by El Dorado County Planning Director Larry Walrod on February 17, 1987. Clearly this notification would bring the Russell Ranch project within the ambit of those projects which are "reasonably foreseeable." The Russell Ranch Project should therefore have been included within the cumulative impact analysis.

The EIR is now before you for certification. For the reasons stated above, this document is not legally adequate. We urge the Board to withhold certification until a proper cumulative impact analysis has been completed and incorporated.

Response: The comment basically states first that the Russell Ranch development should have been included in the cumulative impact analysis or the EIR is inadequate, and second, that the omission should be corrected.

1. Was the Russell Ranch development reasonably foreseeable?

The comment letter submitted by River West Developments on February 13, 1987 states "the Russell Ranch Partnership intends on submitting an application to the County of El Dorado requesting a General Plan amendment, zoning change, and approval of a schematic development plan for the 1,050+ acres of land located on the western border of the county line. We are currently in the process of meeting with County officials in an attempt to develop the preliminary plans for the project. Although there may be changes to our tentative plans, one possible development scheme includes approximately 2,900 dwelling units on 900 acres, 50 acres of commercial uses and 100 acres for uses comprised of open space, recreation, a school, and internal roadway."

- a. As of May 1, 1987, at which time the cumulative list was finished, the partnership had not yet met with the county. And as of March 1988, the partnership had met with the county only once.
- b. The comment letter states that the partnership was attempting to develop the preliminary plans for the project and that there may be changes to the tentative plans. This indicates that the project was still in a state of flux.
- c. The schematic development plan submitted with the comment letter indicates no development plans or even roadway networks for the project area. There are no

indications as to where project traffic would possibly enter local streets, whether in Folsom or El Dorado County.

d. The State CEQA Guidelines Section 15130 states:

When analyzing the cumulative impacts of a project under 15130 (b)(1)(A), the Lead Agency is required to discuss not only approved projects under construction and approved related projects not yet under construction, but also unapproved projects currently under environmental review with related impacts or which result in significant cumulative impacts (emphasis added). . . . The court in *San Franciscans for Reasonable Growth* took note of the problem of where to draw the line on projects undergoing environmental review, since application of new projects are constantly being submitted. A reasonable point might be after the preparation of the draft EIR.

No environmental documentation had been started on the Russell Ranch project in El Dorado County in May 1987 and has not yet started in March 1988.

e. The project would require a general plan amendment and rezoning from El Dorado County in addition to environmental review. This process had not started as of May 1, 1987 and in fact has not started as of March 28, 1988.

f. The project would require water service. According to the Final Environmental Impact Report for the El Dorado Irrigation District Assessment District #3 (page 1.3):

The 883-acre parcel outside the EID service area along the westerly edge of Assessment District No. 3 (Russell Ranch) is designated for rural residential agricultural use in the El Dorado Hills/Salmon Falls Area Plan, and EID service to this parcel is projected at the density of residential development indicated in the area plan (a maximum of 88 units).

In summary, it appears that the Russell Ranch development was not reasonably foreseeable in May 1987 and is probably not reasonably foreseeable in April 1988.

2. What differences would there be in the cumulative analysis if the Russell Ranch development had been included?

The cumulative analysis utilized the list approach for projects in El Dorado County and a summary of projections approach for the City of Folsom. Each approach indicated a significant amount of potential growth in the project area. The cumulative effects of all this growth are identified as having a significant adverse effect on population, housing goals, and public service capacities (page 17-7 of the Draft EIR). The addition of the Russell Ranch project would not change these conclusions.

A new traffic analysis was conducted to show how the Russell Ranch project would affect the El Dorado Hills area. The traffic model was revised to add 2,900 single-family dwelling units and 50 acres of commercial/office land uses. It was assumed that the Russell Ranch project would have access to a future County Line Interchange and Green Valley Road within Sacramento County. The following table (7-11) and figures (7-11 through 7-16) show the new traffic numbers. Traffic impacts from Russell Ranch are primarily oriented to Highway 50 and do not change the conclusions for lane requirements for roadways in El Dorado Hills. Traffic impacts at a future County Line Interchange are not a part of the Draft EIR.

The addition of Russell Ranch traffic onto the street network would increase carbon monoxide levels near critical intersections. The additional traffic would, however, change predicted carbon monoxide concentrations by less than 0.1 part per million. The predicted worst-case carbon monoxide concentrations shown in Table 8-4 of the Draft EIR are unchanged when Russell Ranch traffic is included.

17-6 Comment: (Public Hearing)

What are the mitigation measures for cumulative impacts?

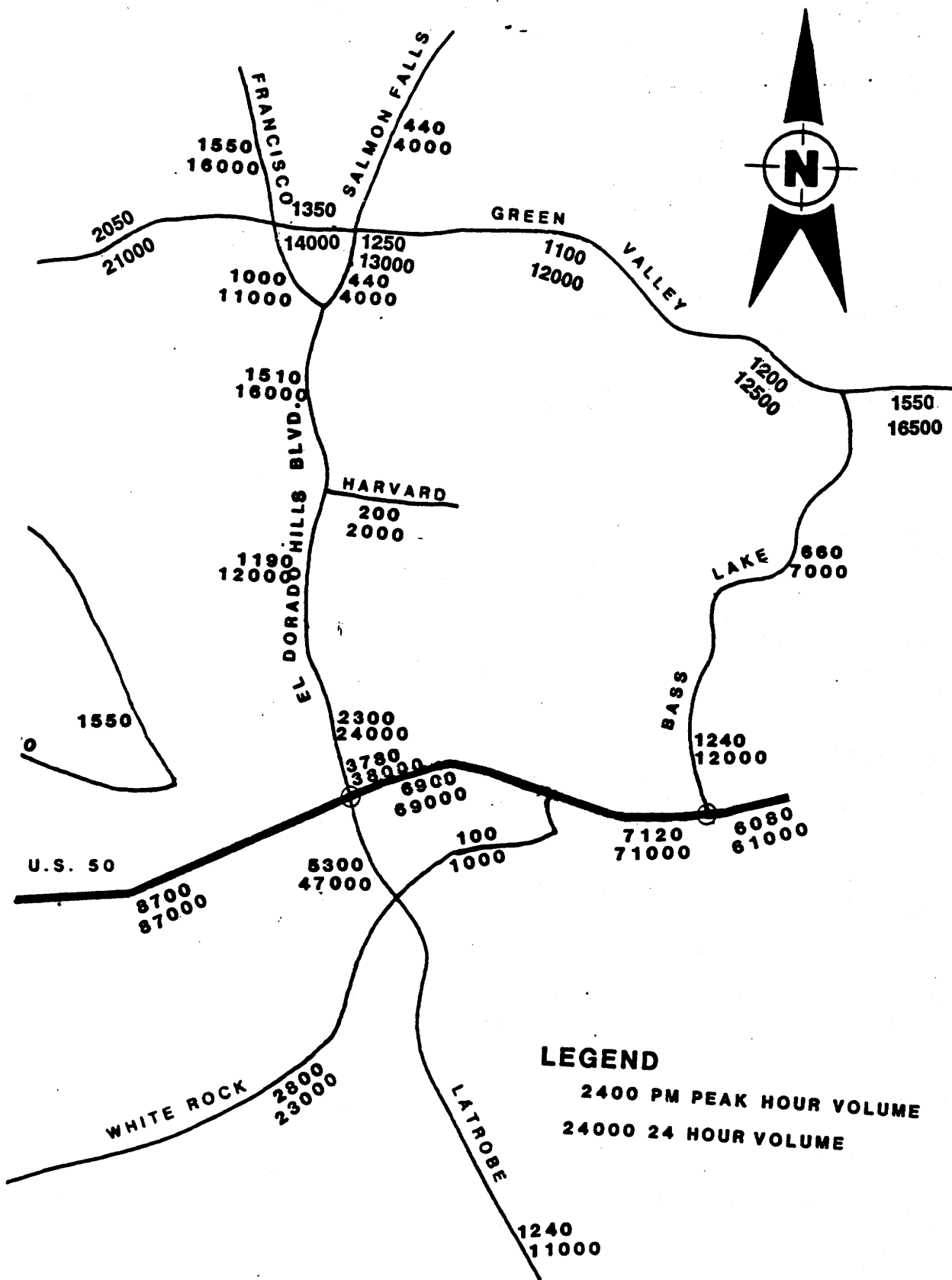
Response: .The key issues identified for the cumulative impact analysis were: land use; housing; population; public services, including water, wastewater, law enforcement, fire protection, schools, parks, gas, and solid waste; traffic, air quality, and noise. Impacts, significance, and mitigation measures for these issues are identified in the summary table found at the beginning of the Final EIR.

TABLE 7-11 INTERSECTION CAPACITY ANALYSIS Modified for Russell Ranch additions (3100 units)

INTERSECTION	EXISTING V/C LOS		EXISTING + PROJECT				1997								2010							
			UNMITIGATED		MITIGATED		UNMITIGATED				MITIGATED				UNMITIGATED				MITIGATED			
			V/C	LOS	V/C	LOS	W/O PROJECT V/C LOS	W/PROJECT V/C LOS	W/O PROJECT V/C LOS	W/PROJECT V/C LOS	W/O PROJECT V/C LOS	W/PROJECT V/C LOS	W/O PROJECT V/C LOS	W/PROJECT V/C LOS	W/O PROJECT V/C LOS	W/PROJECT V/C LOS	W/O PROJECT V/C LOS	W/PROJECT V/C LOS	W/O PROJECT V/C LOS	W/PROJECT V/C LOS	W/O PROJECT V/C LOS	W/PROJECT V/C LOS
GREEN VALLEY & FRANCISCO	0.47	A	1.18	F	0.79	C	1.19	F	1.81	F	0.8	C	0.72	C	1.24	F	1.82	F	0.75	C	0.72	C
GREEN VALLEY & SALMON FALLS	N/A	A*	0.85	B	N/A	N/A	0.48	A	0.77	C	0.48	A	0.44	A	0.59	A	0.88	D	0.59	A	0.5	A
GREEN VALLEY & SILVA VALLEY			0.6	A					0.58	A			0.39	A			0.63	B			0.47	A
EL DORADO HILLS & HARVARD	N/A	A*	1.04	F	0.62	B	0.8	C	1.87	F	0.8	C	0.74	C	1	E	1.88	F	0.53	A	0.75	C
EL DORADO HILLS & U.S. 50 WB	N/A	D*	1.35	F	0.69	B	1.47	F	1.94	F	0.81	D	0.75	C	1.31	F	2.08	F	0.88	D	0.73	C
EL DORADO HILLS & U.S. 50 EB	N/A	A*	0.97	E	0.74	C	1.51	F	2.16	F	0.73	C	0.81	D	1.86	F	2.42	F	1.06	F	0.78	C
BASS LAKE & U.S. 50 WB	N/A	A*	0.89	B	N/A	N/A	0.77	C	1.45	F	0.47	A	0.75	C	1.22	F	1.89	F	0.4	A	0.78	C
BASS LAKE & U.S. 50 EB	N/A	A*	0.64	B	N/A	N/A	0.71	C	1.32	F	0.34	A	0.89	B	0.77	C	1.38	F	0.42	A	0.73	C
SILVA VALLEY & U.S. 50 WB			0.45	A					0.61	B			0.78	C			0.59	A			0.76	C
SILVA VALLEY & U.S. 50 EB			0.6	A					0.77	C			0.67	B			0.62	B			0.72	C
SILVA VALLEY COUNTRY CLUB			0.6	A					0.59	A			0.59	A			0.61	B			0.7	B
SILVA VALLEY VILLAGE GREEN			0.43	A					0.15	A			0.38	A			0.46	A			0.48	A
SILVA VALLEY HARVARD			0.3	A					0.38	A			0.41	A			0.51	A			0.51	A
COUNTRY CLUB & VILLAGE GREEN			0.72	C					0.52	A			0.67	B			0.7	B			0.72	C
SILVA VALLEY & WILSON			0.27	A					0.12	A			0.29	A			0.38	A			0.39	A

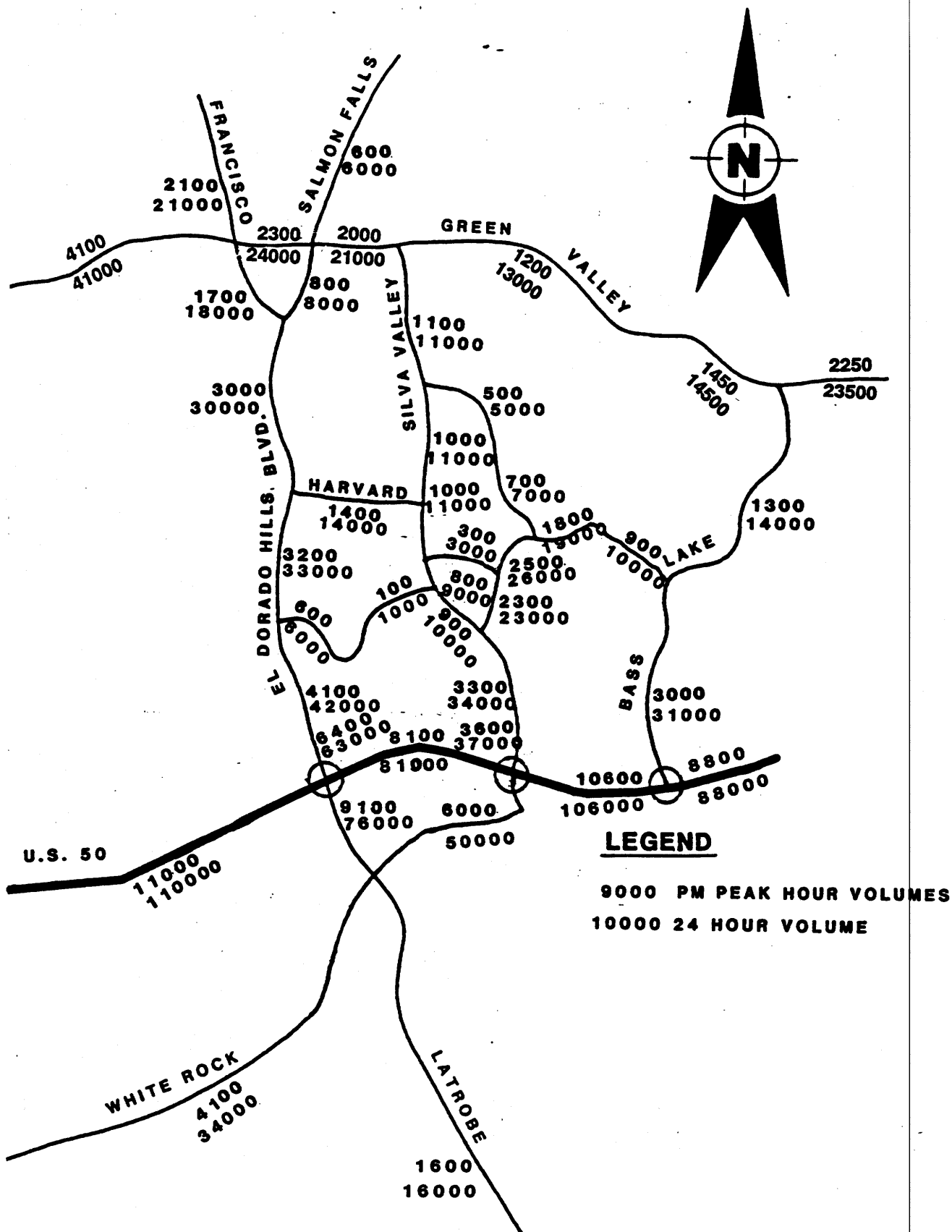
Notes: N/A = Not applicable because intersection is unsignalized
 * = No signalized analysis
 Mitigated conditions always assumes signalization

Prepared by:
 TJKM Transportation Consultants
 6 April, 1988



**1997 WITHOUT PROJECT
 PM PEAK HOUR TRAFFIC VOLUMES**

FIGURE 7-11



**1997 WITH PROJECT UNIMPROVED NETWORK
PM PEAK HOUR TRAFFIC VOLUMES**

FIGURE 7-12

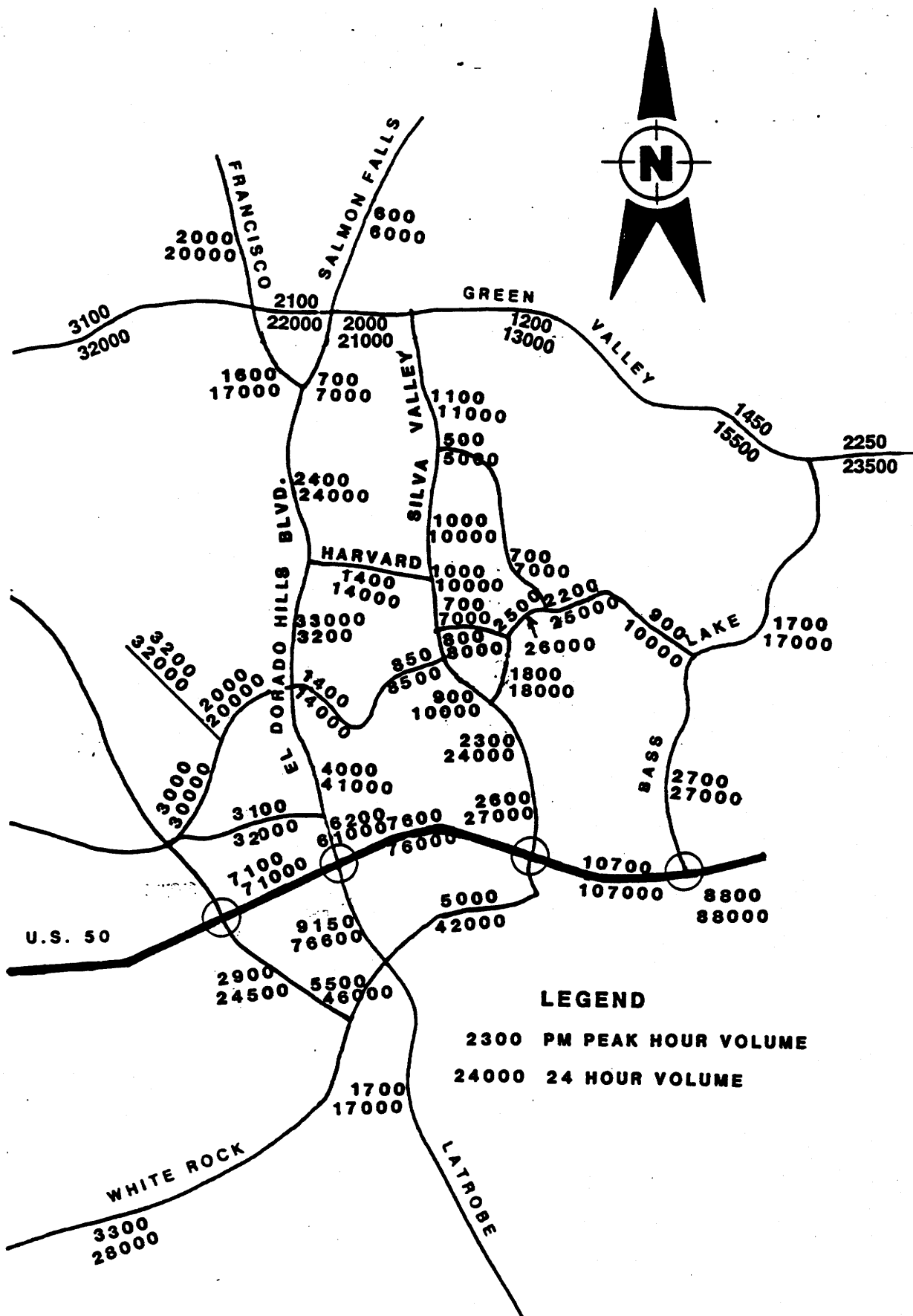
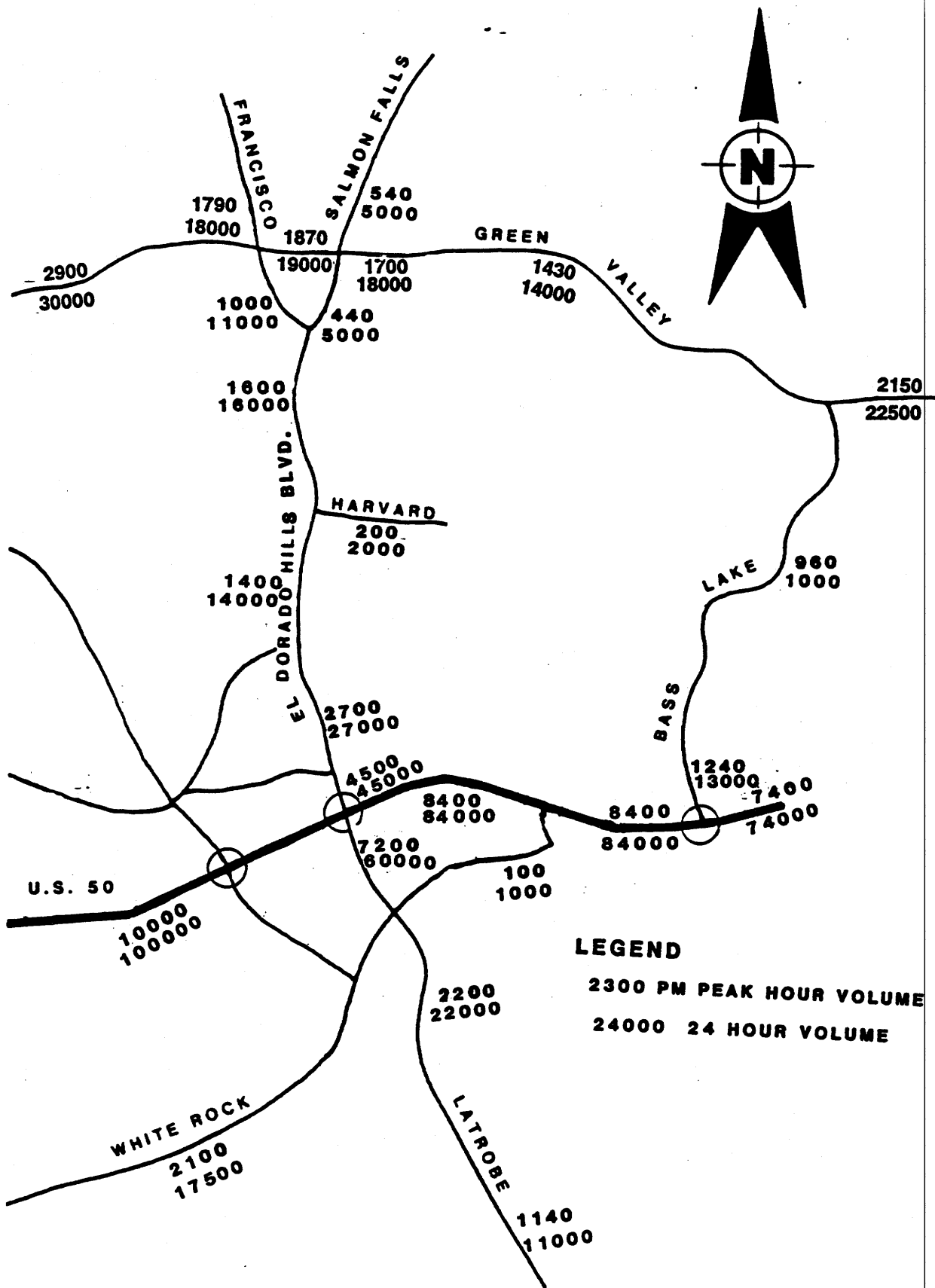
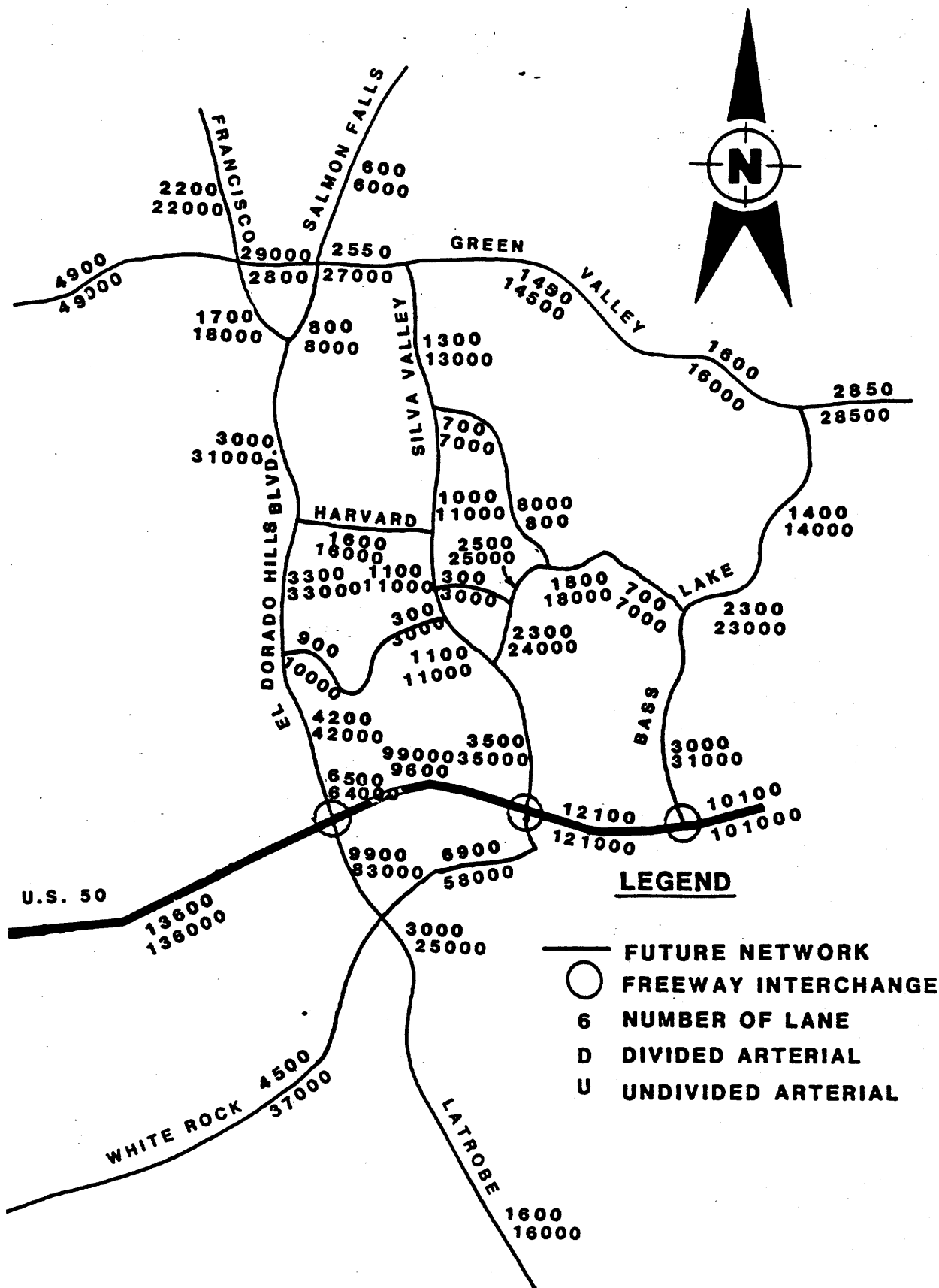


FIGURE 7-13



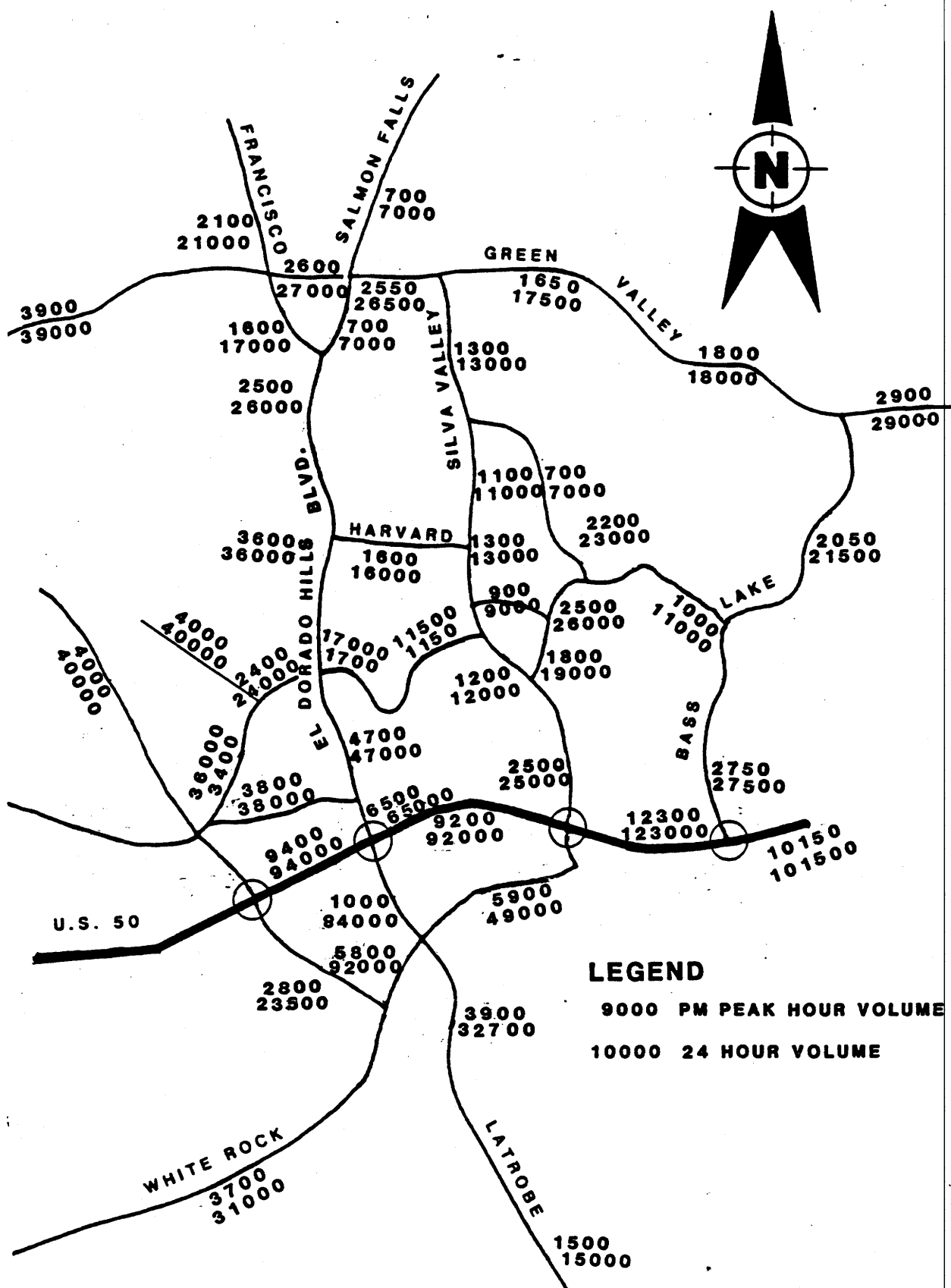
**2010 WITHOUT PROJECT
 PM PEAK HOUR TRAFFIC VOLUMES**

FIGURE 7-14



2010 PLUS PROJECT UNIMPROVED NETWORK
PM PEAK HOUR TRAFFIC VOLUMES

FIGURE 7-15



**2010 PLUS PROJECT IMPROVED NETWORK
PM PEAK HOUR TRAFFIC VOLUMES**

FIGURE 7-16

Appendix A

WRITTEN COMMENTS RECEIVED ON THE DRAFT EIR AND THE SPECIFIC PLAN

<u>Date</u>	<u>Agency/Person</u>	<u>EIR Comments</u>	<u>Specific Plan Comments</u>
November 20, 1987	Office of Planning and Research David C. Nunenkamp	x	
October 23, 1987	Sierra Planning Organization Barbara Hollatz	x	
October 30, 1987	Covington Homes, Northern California Janet F. Lebow		x
November 3, 1987	Covington Homes, Northern California Randy Collins		x
November 11, 1987	El Dorado Hills/Salmon Falls Area Plan Advisory Committee Gary Knops and Dr. Ben Foulk, DDS		x
November 12, 1987	James D. and Pamela J. Bayless	x	
November 12, 1987	Capitol Investments and Projects Wallace Chin		x
November 12, 1987	Jess Tong, Arthur D. Tong, Gloria Tong, Miriam Tong	x	
November 12, 1987	Ronald W. Peek	x	
November 12, 1987	Department of Conservation Dennis J. O'Bryant	x	
November 13, 1987	Department of Fish and Game Pete Bontadelli	x	
November 13, 1987	Green Springs Ranch Landowners-Association Dave Creelman	x	
November 14, 1987	Green Springs Ranch Homeowners	x	
November 16, 1987	Environmental Council of Sacramento, Inc. Michael R. Eaton	x	

<u>Date</u>	<u>Agency/Person</u>	<u>EIR Comments</u>	<u>Specific Plan Comments</u>
November 16, 1987	Department of Transportation Brian J. Smith	x	
November 16, 1987	Department of Transportation Scott Chadd	x	
November 16, 1987	Department of Transportation Bill Pearson	x	
November 17, 1987	Buckeye Union School District Lyle Graf	x	
November 17, 1987	El Dorado Irrigation District E. D. Voelker	x	
November 18, 1987	Art and Bonnie Byram	x	
November 18, 1987	El Dorado Hills Fire Department Robert B. Cima	x	
November 18, 1987	El Dorado Hills Community Services District Velma Gambles		x
No Date	Laurence Patterson		x
November 19, 1987	Debi Drake	x	
December 1, 1987	Holliman, Hackard, and Taylor William G. Holliman, Jr.		x
December 3, 1987	Marcia Hanebutt, David Hanebutt	x	x
December 23, 1987	Sierra Club, Mother Lode Chapter Vicki Lee, Jude Lamare, and V. J. Harris	x	
December 31, 1987	Sierra Club, Maidu Group Robert T. Johnson	x	
January 23, 1988	Sacramento Valley Group Mother Lode Chapter, Sierra Club Vicki Lee	x	

<u>Date</u>	<u>Agency/Person</u>	<u>EIR Comments</u>	<u>Specific Plan Comments</u>
December 8, 1987	Hefner, Stark, & Marois Dennis L. Viglione		x
January 27, 1988	David Hanebutt and Marcia Hanebutt		x
February 8, 1988	Hefner, Stark, & Marois Robert A. Laurie		x
February 9, 1988	Mrs. Nancy Vastine		x
no date	Four very concerned citizens of El Dorado County	x	
February 11, 1988	Edward F. Dolder	x	
February 12, 1988	Jack W. Tobiason		x
February 19, 1988	Buckeye Union School District Lyle Graf		x
February 23, 1988	El Dorado Irrigation District E. D. Voelker	x	
February 24, 1988	Hefner, Stark, & Marois Michael J. Cook	x	
March 29, 1988	Jess Tong, Miriam Tong, Arthur Tong, Gloria Tong	x	

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814



November 20, 1987

Patti Dunn
El Dorado County Planning
350 Fair Lane
El Dorado, CA 95667

Subject: El Dorado Hills Specific Plan
SCH# 86122912

Dear Ms. Dunn:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) enclosed. Also, on the enclosed Notice of Completion, the Clearinghouse has checked which agencies have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the package is not in order, please notify the State Clearinghouse immediately. Your eight digit State Clearinghouse number should be used so that we may reply promptly.

Please note that recent legislation requires that a responsible agency or other public agency shall only make substantive comments on a project which are within the area of the agency's expertise or which relate to activities which that agency must carry out or approve. (AB 2583, Ch. 1514, Stats. 1984.)

These comments are forwarded for your use in preparing your final EIR. If you need more information or clarification, we suggest you contact the commenting agency at your earliest convenience.

Please contact John Keene at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David C. Nunenkamp'.

David C. Nunenkamp
Chief
Office of Permit Assistance

Enclosures

cc: Resources Agency

EL DORADO COUNTY
RECEIVED

NOV 24 1987

COMMUNITY DEVELOPMENT
DEPARTMENT

NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL FORM

10/10

Mail to: State Clearinghouse, 1608 North St., Box 121, Sacramento, CA 95814-0121

see NOTE below

SCH # 86122912

1. Project Title: El Dorado Hills Specific Plan

2. Lead Agency: El Dorado County

3. Contact Person: Patti Dunn

3a. Street Address: 360 Fair Lane

3b. City: Placerville

3c. County: El Dorado County

3d. Zip:

3e. Phone: (916) 626 2438

PROJECT LOCATION 4. County: El Dorado

4a. City/Community: El Dorado Hills

4b. Assessor's Parcel No.

4c. Section

4d. Typ.

4e. Range

5a. Cross Streets: between El Dorado Hills Blvd. and Bass Lake off-ramps on Highway 50

5b. For Rural, Nearest Community:

6. Within 2 miles: a. State 50 b. Air c. Rail d. Water

7. DOCUMENT TYPE

7a. CDA

7b. NEPA

7c. OTHER

8. LOCAL ACTION TYPE

8a. General Plan Update

8b. General Plan Amendment

8c. Master Plan

8d. Assessment

8e. Specific Plan

8f. Community Plan

8g. Redevelopment

8h. Business

8i. Land Division

8j. Use Permit

8k. Waste Management Plan

8l. Channel Ag Preserve

8m. Other

9. DEVELOPMENT TYPE

9a. Residential: Units 7346 Acres 2184

9b. Office: Sq. Ft. unknown Acres 260 Employees unknown

9c. Shopping/Commercial: Sq. Ft. 6500 Acres 25 in '02 Employees 6500 in '02

9d. Industrial: Sq. Ft. A Acres A Employees 0 in '02

9e. Water Facilities: 0 in '02

9f. Transportation: 0 in '02

9g. Mining: 0 in '02

9h. Power: Type 0 in '02

9i. Waste Treatment: 0 in '02

9j. CCS Related: 0 in '02

9k. Other: 0 in '02

10. TOTAL ACRES: 4086

11. TOTAL JOBS CREATED: unknown

12. PROJECT ISSUES DISCUSSED IN DOCUMENT

12a. Aesthetic/Visual

12b. Agri-cultural Land

12c. Air Quality

12d. Archaeological/Historical

12e. Coastal Zone

12f. Geology/Seismic

12g. John/Breeding Balance

12h. Minerals

12i. Noise

12j. Public Services

12k. Schools

12l. Soil Erosion

12m. Solid Waste

12n. Toxic/Hazardous

12o. Traffic/Circulation

12p. Vegetation

12q. Water Quality

12r. Water Supply

12s. Wetland/Riparian

12t. Wildlife

12u. Growth Inducing

12v. Incompatible Landuse

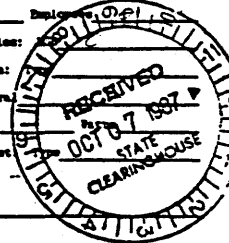
12w. Cumulative Effects

12x. Other

13. FUNDING (approx): Federal \$ NA State \$ NA Total \$ NA

14. PRESENT LAND USE AND TEXTURE: Plan area currently in grazing. Plan area designated in estate residential (10 ac per du), agriculture, recreation, commercial, single family residential and transportation corridor

15. PROJECT DESCRIPTION: Project is a specific plan to develop plan area in low density residential, commercial, office and retail, schools, community center, golf course & open space



CLEARINGHOUSE CONTACT: Keith Lee 916-445-0613

STATE REVIEW BEGAN: 10-2-87

DEPT. REVIEW TO AGENCY: 11-13

AGENCY REVIEW TO SCH: 11-18

SCH COMPLIANCE: 11-20

SCH#: 86122912

PLEASE RETURN THIS NOC FORM WITH ALL COMMENTS

W/C	N/C	W/C	N/C
	RESOURCES		REGL WQCB 5 (Seaf)
	CONSERVATION		CALTRANS # 3
	FISH & GAME		DEPT TRANS PLANNING
	FORESTRY		UTICS
	DEPT WATER RESOURCES		PATROL
	ION BD		G & COM DEV
	PARKS & REC / OHP		HEALTH SERVICES
	NATIVE AM HERIT COMM		FOOD & AG
	NS/DEV COMM		LS COMM
	COMM		WORKS
	COMM		ONS
	LANDS COMM		SERVICES
	AIR RESOURCES BD		SCHOOLS)
	SOLID WASTE BD		IN MTN CONS
	RES CONT BD:		RIVER BD
	QUAL (4th F1)		PLNG AGCY
	RTS (3rd F1)		NSERVANCY
	WTR GRANTS (2d F1)		OPR

(Revised 1/87)

SIERRA PLANNING ORGANIZATION

A JPA CONSISTING OF THE COUNTIES OF
EL DORADO, NEVADA, PLACER & SIERRA

**EL DORADO COUNTY
RECEIVED**

OCT 26 1987

**COMMUNITY DEVELOPMENT
DEPARTMENT**

October 23, 1987

Patti Dunn
El Dorado County
Community Development Department
Planning Division
360 Fair Lane
Placerville, CA 95667

Dear Ms. Dunn:

The Sierra Planning Organization (SPO), as the areawide clearinghouse for Nevada, Placer, El Dorado and Sierra Counties has received an application from your department.

Applicant: Draft Environmental Impact Report, El Dorado Hills Specific Plan

State Clearinghouse #: 86122912

SPO is concerned with the regional impacts of projects and their conformance to local planning needs and objectives. Based on these policies, it has been determined that this project will have no regional impact. In accordance with areawide review procedures, your report will be assigned Environmental Document Number ED87-11.

1-2

If you have any questions, please call me at our office.

Sincerely,

B Hollatz(lw)

Barbara Hollatz
Executive Director

BH/lw

A-8

Court View Plaza

SIERRA
NEVADA
PLACER
EL DORADO



Covington Homes
Northern California

EL DORADO COUNTY
RECEIVED

NOV 02 1987

COMMUNITY DEVELOPMENT
DEPARTMENT

October 30, 1987

Mr. Richards Floch
Director, Community Development Department
County of El Dorado
360 Fair Lane
Placerville, Ca. 95667

Re: El Dorado Hills Specific Plan

Dear Mr. Floch:

This is to advise that Covington Homes of Northern California takes exception and hereby offers objection to the Draft El Dorado Hills Specific Plan.

As you have been earlier advised this firm claims title to approximately two hundred acres of property within the plan area. Litigation is on-going on this question and the property has had a lis pendens recorded against it.

We have reviewed the plan as it pertains to the Subject Project and note that a portion of it is to be made available as a school site and the remainder to be developed into a high density, "patio home" type development (5u./acres). This is not consistent with our own plans for the property.

It is not our desire to delay or unduly complicate the specific plan process. However, we cannot sit idly by as our interests are impinged upon. We wish to work with your department to ensure that our involvement is positive and beneficial to the planning process.

Thank you for your attention to this matter.

Sincerely,

COVINGTON HOMES, NORTHERN CALIFORNIA

Janet F. Lebow

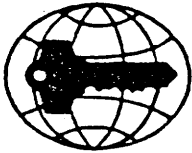
Janet F. Lebow
President

JFL/kmb

cc: Bob Laurie
Randy Collins



NOV 05 1987



Covington Homes

Northern California

RECEIVED

NOV 17 1987

November 3, 1987

COMMUNITY DEVELOPMENT DEPT.

Mr. Lyle Graf, Superintendent
Buckeye Union School District
4560 Buckeye Road
Shingle Springs, Ca. 95682

Re: El Dorado Hills Specific Plan

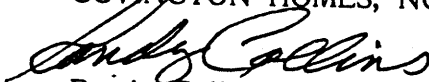
Dear Mr. Graf:

This letter is to advise you that Covington Homes, Northern California has filed an objection with El Dorado County in regard to the above mentioned specific plan. I have enclosed a copy of the letter advising Richard Floch of our objection. In addition I enclosed a copy of the Specific Plan wherein I have highlighted the proposed elementary school site which has been shown on property Covington claims title to.

Should you have any questions you may contact me at 635-0547.

Sincerely,

COVINGTON HOMES, NORTHERN CALIFORNIA


Randy Collins
Vice President

RC/kmb

cc: Bob Laurie
Janet F. Lebow.

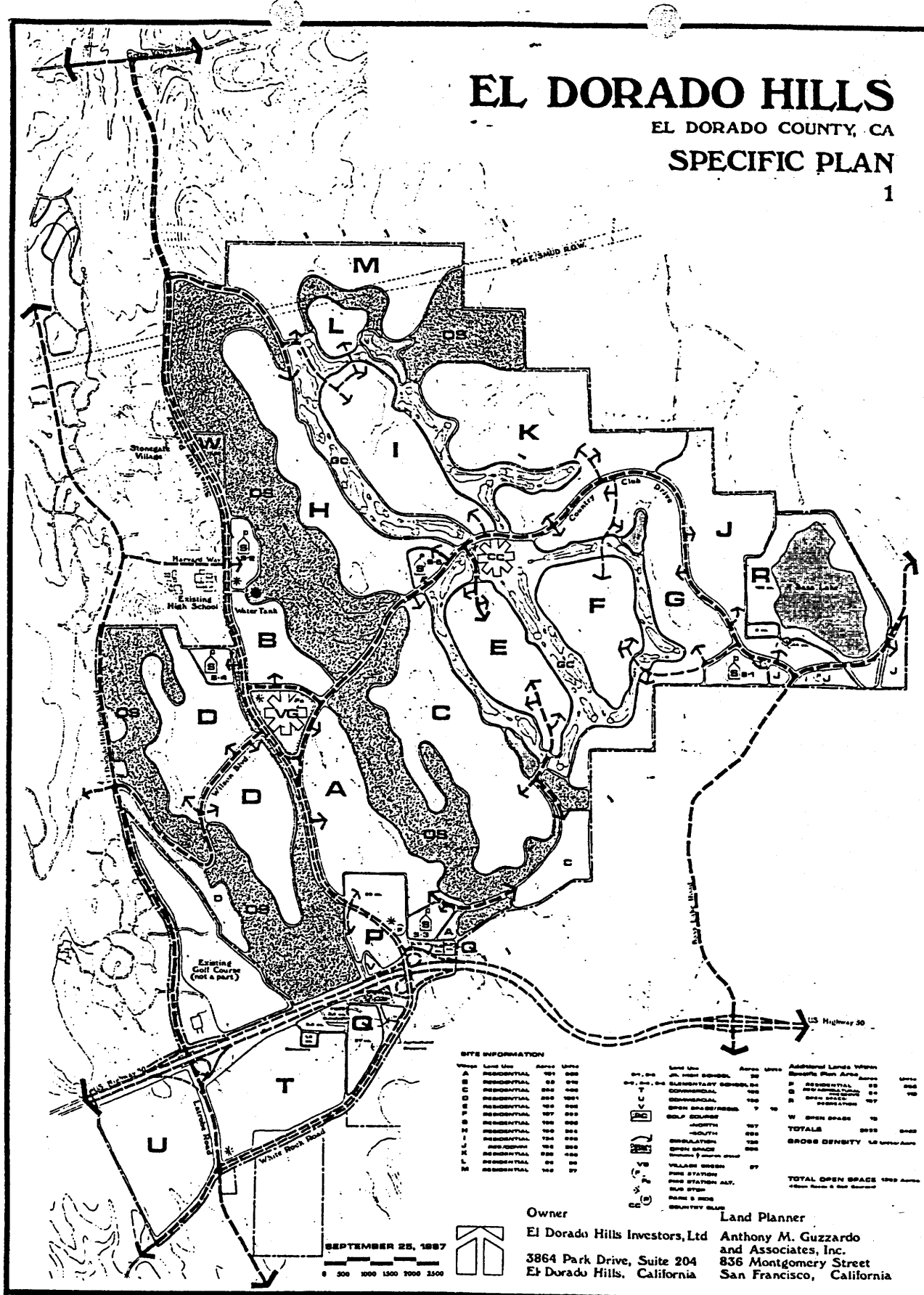


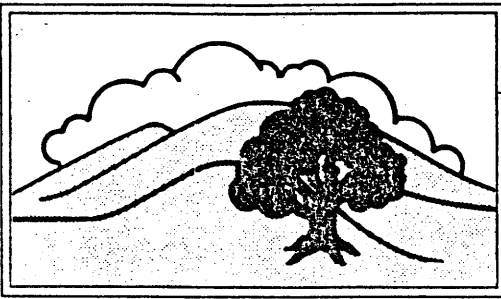
EL DORADO HILLS

EL DORADO COUNTY, CA

SPECIFIC PLAN

1





El Dorado Hills /Salmon Falls Area Plan Advisory Committee

RECEIVED
NOV 13 1987

COMMUNITY DEVELOPMENT DEPT.

■ Dr. Ben Foulk, DDS
Chairperson
933-2848
■ Joanne Davis
Vice-Chairperson
Area Plan Review
933-4120
■ Jim Bujalski
Vice-Chairperson
Project Review
933-2195
■ Harriett B. Segel
Secty. Treas.
933-2038

November 11, 1987

Mr. Don Andrews, Chairman
El Dorado County Planning Commission
330 Fair Lane
Placerville, CA 95667

Subject: El Dorado Hills Specific Plan (Draft, Oct 1, 1987)
El Dorado Hills Investors, Applicant

Dear Mr. Andrews:

The committee wishes to commend the applicant for his leadership in assuring close community coordination. Additionally, EDH/SF APAC is appreciative of El Dorado Hills Investors, Ltd.'s integration and coordination of its Specific Plan with the provisions of the EDH/SF Area Plan. The emphasis upon the continuity of the village concept assures that El Dorado Hills will continue to grow along the lines of the original basic concept of independent villages making up our unique community. We would also like to give an A+ to many of the ideas embodied in the Specific Plan by the El Dorado County Community Development Department, Specific Plan consultants Wade Associates, and land planner Anthony Guzzardo, such as:

- "Benched hillsides for building sites shall be avoided and split-level structures encouraged." (SP 1.4.2.2.c p 12)
- Concern for children and seniors. (SP 1.3.4 p 9, 4.1.3 p 46, 4.4 p 49)
- "Development integrated with the natural environment to enhance and complement the functional and aesthetic integrity of the natural setting with a minimum of disturbance to the natural terrain, oak trees, and other natural habitat." (SP 1.3.3 p 9, 1.4.1.b p 10, 1.4.2.2.d-h p 12)
- The vision of a strong town center. (SP 1.5.4 p 22)
- Attention to quality details such as requiring trash compactors in commercial building to cut down on the number of dumpsters outside buildings. (SP DG-3.10 p B11)

The EDH/SF Area Plan Advisory Committee (the committee) has reviewed the El Dorado Hills Specific Plan. Particular attention has been given to the residential densities. The use of Patio Homes and Attached Golf Townhomes are anew to the area. These clusters may be on lots as small as 5,000 SF, but they have been embodied in an overall plan that retains a rural character. They have tangible assets such as open space, golf courses, and common

ownership residential open space. We feel this will provide for a greater diversity of family sizes and lifestyles. The committees concurrence with this plan is not to be construed as a general acceptance of lots this small in future projects within the EDH/SF area.

The concerns of the Committee are listed in Specific Plan order and are not in order of priority.

Section 1.4.2 Residential Policies .2 Site Development and Grading

1. Policy 1.4.2.2.c (SP p 12) requires that "residential structures" ... "on slopes in excess of 20 percent shall" ... "use post and beam or step-footing construction." The EIR refers (EIR p 10-8) only to "long term slope stability" at over 20 percent. The Committee recommends grading on any lot which will result in cut or fill slopes at lot lines in excess of 48 inches shall be prohibited.

Section 1.4.7 Circulation Policies

2. Requests for additional connections to major arterial streets has been a frequent problem on projects the Committee has reviewed. We feel to condone additional connections (SP 1.4.7.1.h p 17) will compromise the intent of the plan.
3. The Committee recommends the two church sites (SP 4.3 p 49) be redesigned to avert ingress and egress on El Dorado Hills Blvd.

Section 2. Residential Land Use Element

4. In order to avoid repetitive use of the same model on adjacent lots, as have occurred in other developments, the Committee recommends a restriction on any developer from building a dwelling within 300 feet radius (at least two lots) of another dwelling of the same model or elevation.
5. Village "D" is designated for 1,051 dwelling units (SP 2.5.3 p 37) on 250 acres. This village exceeds any reasonable dwelling unit limit for a village concept. Also, the village is bisected by Wilson Boulevard a major roadway and another section of the village is to the west of the open space. The Committee recommends that Village "D" be divided north and south at Wilson Boulevard into two villages and the section west of the open space be made a third village.
6. Village "P" (not owned by EDHI) is designated (SP 2.5.3 p 38) for 256 dwelling units or 5 du/acre. The Committee recommends Village "P" be constrained to the overall residential (non open space) density of 3 du/acre or 153 dwelling units to more closely reflect adjacent land

densities. A PD with 3 du/acre limit would be most desirable due to topography and slope of parcel.

Section 3 Commercial Land Use Element

7. The Committee recommends the paragraph starting "Additional retail commercial uses" (SP 3.2.3 p 42) should be removed. It is too open ended and appears to conflict with 3.1 Concept (SP p 41) (last part of last sentence: "and to avoid a proliferation of commercial uses."). Additional shopping areas should require an amendment to the Specific Plan.

Section 5. Circulation Element

8. (SP 5.3 p 51, Planned Streets) The description of residential streets (SP 5.3.1 thru 5.3.3 p 52) references to "paved pedestrian paths." Also on the typical roadway sections (SP p 52a), a 5 foot "paved pedestrian path" is shown adjacent to the edge of pavement. Other references in the plan to "sidewalks" seem to contradict. Such as "Paved pedestrian paths will be provided within all street rights-of-way except the local residential streets." (SP 5.4.4 p 56). "Sidewalks within street rights-of-way shall meander irrespective of the alignment of the street pavement." (SP 1.4.7.2 p 18) but the space required to meander does not exist within the right-of-way of residential streets. The Committee recommends that (by any name) sidewalks not be stipulated for residential streets, within villages, in order to maintain conformity with the semirural complexion of the present villages.
9. The EIR recommends (EIR p 7-48) that El Dorado Hills Blvd be widened to four-lanes from Harvard Way to Wilson Blvd and six-lanes from Wilson Blvd to Highway 50. The Committee recommends the details be placed in the Specific Plan and when widened a landscape corridor easement consistent with the CSD standards be included.

Section 7. Public Facilities and Services Element

10. The Specific Plan has identified needed fire protection (SP 7.2.2 p 65) upgrades to facilities, apparatus and manpower. The EIR consultant stresses the importance of implementing (EIR p 6-19) the 10 year District Facilities Plan, particularly considering the "historical trends for augmentation funds indicate that the percentage of these funds that are distributed to the Fire Department have been decreasing over the past 8 years." (EIR p 6-16). The Committee recommends that strong support be given by the county to implement the DFP.

11. The need to increase the level of Sheriff's Department service from its current "inadequate" level (SP 7.3.2 p 67 EIR p 6-13) of 0.73 verses the recommended 1.5 officer per 1,100 population is well documented. The plan suggests a sheriff's substation located at the Village Green. The Sheriff's Department does not support this idea (EIR p 6-13). The Committee feels that, in addition to the EIR consultants' (EIR p 6-14) recommendation of a increase in funding, a permanent presence would greatly enhance the level of service.

Section 7.4 Elementary and 7.5 High Schools

12. Regarding school services (SP 7.4 p 69), the Committee supports an EIR mitigation measure 2.e (EIR p 6-25) "school district boundaries should be consistent with village boundaries" and feels this comment should be added to the Specific Plan.
13. It is understood that the location of school sites has been developed in conjunction with the school district; however the Committee recommends the location of school S-3 in Village "A" be reconsidered. It is located within the interior of a village, without close access to a major collector, resulting in bus traffic concentrated on residential streets. Also, it is adjacent to the Highway 50 - Silva Valley interchange which will produce high levels, 13 to 15 ppm carbon monoxide (EIR p 8-9) and 72 dB noise (EIR p 9-11). This is not a good location for an elementary school.
14. The placement of a middle school (site S-2) directly across the street from the high school may create problems (such as visits by disruptive high school students) for the middle school students. The site should be reevaluated.
15. The Committee recommends that the County require a proof of ability to serve (funding and construction if required) prior to the recording of final maps for each of the above public facilities and services elements.
16. The Specific Plan is a major component of the several residential areas in what is considered the El Dorado Hills community. With this Specific Plan, it is highly appropriate for the community to be working towards a Unified K-12 School District.
As it stands now, our community is partitioned by three School districts which results in a divisiveness within the community. To become a truly cohesive community, as envisioned in the Plan, this step is essential. As part of the planning for this K-12 Unified School District, there needs to be land designated for a School bus/maintenance facility. The Committee recommends as a possible location, adjacent to the future high school south of Highway 50.

Section 7.6 Recreation and Parks

17. Both the Specific Plan (SP 7.6.2.1 p 75) and the EIR (EIR p 6-28) identify a shortfall in park facilities. The Committee recommends the additional 3-4 neighborhood tot lots be provided within the villages. This may be mitigated by private facilities within private villages. Future, individual village developers should provide financial assistance to the EDH-CSD for major structures needed in a community park.
Close coordination between developers and EDH-CSD should be encouraged to assure no duplication of facilities at parks and the Village Green.
18. A 40-80 acre community park is needed (EIR p 6-28) and should be designated in a future development in the area.

Section 8.1 Water

19. The discussion of the water service conditions (EIR p 6-1) is accurate in delineating the problem of water availability and delivery and the solution of securing more water is proper (EIR p 6-5). The short fall of water rights vs. demand within this Specific Plan is exacerbated by the effects of the cumulative impacts of the other development projects, (EIR p 17-6) exceeding even the future planned expansion. There is need for assurance from El Dorado County and EID that existing water rights be retained.
The Committee understands that the EDH/SF area's authorization could be reduced if our allotted amounts are not used. Sufficient and economical gravity-fed water (Texas Hill, inter-tie projects and successful completion of SOFAR) must be made available to service present and future customers. While the plan does address (SP 9.5.6 p 97) the requirement that essential infrastructure be developed prior or concurrently with a neighborhood, it does not address the question of water availability.
The Committee requests, as suggested by the EIR consultant (EIR p 6-5), that the County require a proof of ability to serve, regarding water delivery, prior to the recording of final maps.

Section 8.3 Storm Drainage

20. We call the attention of the county to a recommendation by the EIR consultant (EIR p 11-10), "The county will need to monitor development plans for the various areas to ensure that all identified drainage facilities for each use are constructed at the same time as the use, even if the mitigation facility is located in an adjacent area which is not yet constructed."
We recommend inclusion of the specific plan area (as facilities are developed) into the EDH Drainage Maintenance Zone.

Section 9.5 Public Services .8 Street Lights

21. It is the desire of the Committee that street lights may be placed only at village entrance intersections and along Silva Valley Parkway (SP 9.5.8 p 99). The community recognizes the value of street lighting but regards the preservation of a rural atmosphere and the avoidance of light pollution as preferable.

Design Guidelines 2.1 Architectural Design

22. The Specific Plan does not address air quality issues. The Committee recommends the addition of the follow measures, excerpted from the Conway Ranch Specific Plan in Mono County, to avoid adverse air quality impacts:
 - a. All construction and grading sites shall be adequately watered to control nuisance dust.
 - b. Burning of waste materials and stripped vegetation shall not be permitted.
 - c. All residential structures shall be designed to comply with state energy conservation standards to reduce the need for fossil fuels and wood burning for heating.
 - d. The use of alternative energy sources shall be considered in all major development proposals.
23. The county in its "1982 Mountain Counties Air Basin (El Dorado County) Non-attainment Plan Revision" adopted Sept. 13, 1982 said that future monitoring would be conducted in the county. It has not. The only air quality data now available is from Sacramento or Placer counties. With the cumulative impacts of the many housing projects and future development of the upwind industrial park the Committee recommends that the developer provide a site for an air quality monitoring station and the county with the aid of the state install the equipment.

Design Guidelines 2.4 Residential, Fences and Other Construction

24. With the understanding there is now no county ordinance requiring fencing around pools the Committee requests that the Specific Plan at least recommend that proper fencing (such as iron grate) be used around pools.

Design Guidelines 4.0 Village Green/Community Center

25. At the Village Green the Committee would like to see a fine arts/cultural auditorium for stage productions and for use by the high school and middle schools. Real estate office and small movie theater could be taken off and an art gallery and sales/administration office for applicant added to the acceptable use list. (SP 4.2 p DG-13)
26. With uses such as medical/dental office and auditorium the parking facility rate of one stall per 350 SF is not in accordance with the El Dorado County Parking Ordinance.

Design Guidelines 7.0 Landscape Development Standards

27. The EIR consultant has furnished quality recommendations (EIR p 12-41 thru 12-43) (a portion of the Sacramento Tree Ordinance) regarding oak tree protection. The Committee recommends that they be added to the design guidelines (SP 7.0 p DG-26).
28. Currently in many projects the developer provides landscaping for the front yards. This is accomplished with mass hydro-seeding requiring heavy watering by the home owner without regard for the type of landscaping the owner desired. The plan does not specify by who or when landscaping will be done. The Committee recommends that mass hydro-seeding be discouraged due to water usage. The home owner should be required to landscape within a time period with the help of the developer.

Other items of concern:

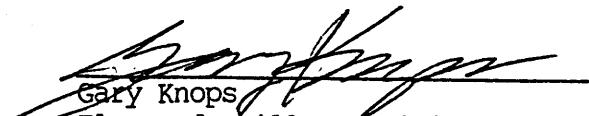
29. The Committee recommends that a vehicle safety barrier such as berming be built along and beyond the boundary line behind Oak Ridge High's football stadium. The stadium seating is built right along the property line. We feel that a barrier is required for the safety of stadium spectators. It would redouble the safety if the landscape corridor along the proposed elementary school south of Oak Ridge were extended along the Oak Ridge property line.
30. Blasting is not addressed anywhere in the Specific Plan. While there is a county ordinance, lack of County resources raises concern about monitoring and enforcement.
31. As suggested by the EIR consultant (EIR p 13-15 Cultural Resources), add to the Specific Plan "Require test excavations as a condition of approval on the tentative subdivision maps." The EIR (EIR p 13-17) lists the villages and locations requiring test excavations.


Several typos have been identified [not a definitive list];

- There is an inconsistency concerning the size of the Village Green. In section 4.1 (SP p 45) it states "The Green: approximately 2.0 acres." In section 7.6.2.5 (SP p 76) it states "a 4-acre turfed area." Applicant has stated the 4 acre description is accurate.
- Reference to Village "N" (SP 5.2 p 51) should be removed as the village has.
- Change the word "made" (SP 7.2.2 p 66 4th paragraph 3rd to the last sentence) to "mode."
- Next the last sentence (SP 7.3.2 p 67) delete the word "to" 3rd word from the end.
- Remove the reference (SP 7.4.1 p 68) to "a 3-acre addition to the existing Jackson School just north of St. Andrews Village." A tentative map has been approved for the 3-acres. Hence they are not available.
- Village "N" is included in Figure 19 (SP p 19) it should not be.
- The word "several" (SP 8.1.1 p 80 line 2) is misspelled.
- In the last paragraph, end of 2nd line (SP 9/5/9 p 99) "EDH/SF Community Plan" should read "EDH/SF Area Plan."
- Correct "It is assumed" (SP 9.5.10 p 101 middle paragraph) to "It is projected."

The APAC subcommittee for this project is Gary Knops (chairman), Julie Dachtler, Joanne Davis, Bill Gaffaney, Ken Liljegren, Ellison Rumsey, Harriett Segel, Terry Wilson (members)

Thank you for your time and consideration of these comments.


Gary Knops
El Dorado Hills Specific Plan
Subcommittee, Chairman


Dr. Ben Foulk, DDS
EDH/SF Area Plan Advisory
Committee, Chairman

RECEIVED

NOV 16 1987

COMMUNITY DEVELOPMENT
DEPARTMENT

1723 Dormitory Road
Rescue, CA 95672
November 12, 1987

Ms. Patti Dunn
Principal Planner
El Dorado County Planning Division
360 Fair Lane
Placerville, CA 95667

Regarding: El Dorado Hills Specific Plan

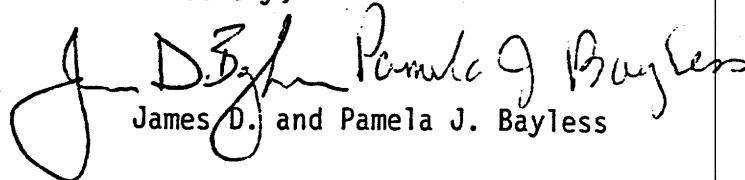
Dear Ms. Dunn:

We strongly believe that the density transitions between this proposed project and existing developments are inadequate. Although the plan claims to minimize the impacts by providing such transitions, the concept has not been applied comprehensively or equitably.

The plan area J-3, which abuts the Green Springs Ranch Rural Development at the south end of Dormitory Road, is proposed for 1 DU/acre zoning. All lots in Green Springs Ranch are five acres or more. Noise and light dispersion from homes on one acre lots will impact the rural atmosphere of our community. We believe that the livestock and dusty dirt roads in our development will be annoying to any new neighbors living on parcels substantially smaller than five acres.

We are appealing to the Planning Division and El Dorado Hills Investors to zone ALL property bordering Green Springs Ranch, including area J-3, at 0.25 DU/acre.

Sincerely,


James D. and Pamela J. Bayless

cc: Robert E. Dorr
El Dorado Hills Investors Group
Green Springs Ranch Landowners Association

Capitol Investments & Projects

Investment

Development

W. C. Investment Corporation

EL DORADO COUNTY
RECEIVED

4440719

NOV 16 1987

COMMUNITY DEVELOPMENT
DEPARTMENT

Nov 12, 1987

WALLACE F. CHIN
PRESIDENT

1424 F St. #1
Sacramento, Ca. 95814

El Dorado County Planning Commission
To: The Planning Commissioners
360 Fair Lane
Flacerville, Ca. 95667

Reference: Draft El Dorado Hills Specific Plan

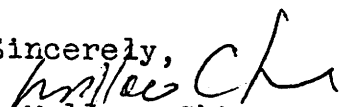
Dear Planning Commissioners:

We received your notice regarding the Draft El Dorado Hills Specific Plan, General Plan Amendments, Rezoning and Draft EIR. We own several parcels of land on the Old Bass Lake Road for over 10 years. We believe it is time for you to act on much important matter such as this by rezoning all of the land you mentioned in your official notice for the highest and best usage, i.e., higher density of residential and commercial and industrial purposes. Since most of the land in the El Dorado Hills area are not suitable for any type of farming, your proposal to rezone them to other usage from agriculture purpose is the best you can do for the area. Being as a growing community, El Dorado County should also consider to designate some land for low income housings and for old age housings. One such way is to give the land owner some benefits of being compensated and to rezone part of the land for higher density and commercial usage then you would allow him under the normal zoning conditions. In this way, the property owner will have the benefits of being able to trade part of the land for low income housings and yet retain the other part for higher usage.

Since we can not attend your formal meeting on Nov 19, 1987, we would very much like you to consider our suggestions as if we were to present our views. We are in total support of your efforts to update the El Dorado Hills/Salmon Falls area plan to allow more land for residential and other purposes. We must also work together to resolve our water quantity and sewer problems as that we would not be totally depended on certain reservoirs for water usage all the times during a dry weather year. In addition, please consider the possibility of allowing most of the area under your studied for higher density purposes, such as 2 units or more per acre to conserve land and costs. If higher density is allowed, this would cut down the developer's cost per unit. This in turn would pass the savings to the home buyers in a form of lower housing unit cost.

We do appreciate your sincerred considerations of our proposal.

Sincerely,


Wallace Chin

El Dorado County
Community Development Dept.
Planning Division
360 Fair Lane
Placerville, CA 95667 4193

RECEIVED

NOV 17 1987

Nov. 12, 1987
1540 Whiterock Rd.
Shingle Springs,
Ca. 95682

COMMUNITY DEVELOPMENT DEPT.

The families of Jess and Arthur Tong, lifelong residents of Clarksville, wish to express that they are opposed to the Specific Plan of the Eldorado Hills Developers that will in any way alter, or disturb, the property of Jess and Miriam Tong. The parcels that join Highway 50, have been for many years an Agricultural Preserve in The Williamson Act. This property belongs to our ranching interests. We also want to keep the Tong Family Cemetery, documented as such by the Sacramento Chapter of DAR for historic record, undisturbed. The spring-fed pool of water in Carson Creek that runs in that field is the only permanent water for stock, wildlife, deer, coons, birds and is the habitat of the fish in Summer, that live in the creek year round. The proposed on-ramp would destroy that.

The underpass on Silva Road can be enlarged with less expense to all, and Whiterock Road widened to adequately take the traffic projected without any access to the freeway at this point, without infringing on our ranching endeavor. Bass Lake Road interchange on the Eastern side of the development, and the Eldorado Hills Boulevard-Latrobe Road interchange on the West, should be enough. This hilly section of road was expensive and difficult to build at the time highway was enlarged into a freeway. A look at the nature of the stratta would seem to show the impracticality of an added, unplanned for interchange at the now-proposed site. The impact study must show the nature of the hard underlying rock that makes extremely difficult and expensive, such an undertaking.

Our small acreage may seem insignificant to planner-developers, but retention of rural enterprise must also rest upon the Planning Division. The Western Corridor to this county has always been an attractive drawing point. Supervisors have long stated this fact

7-1

when expounding the virtues of living ^{here} ~~at~~. The lean beef that the public is just begining to appreciate, and the horses that it takes to handle them, can't be raised on city streets or in condominiums. Our headquarters, here in Clarksville, are very dear to the three generations still residing here. Ranchers are a dying breed, but we aren't all dead yet!

Please further study the disadvantages of this construction to prevent further infringement upon the status of Clarksville.

Sincerely,

Jess Long
Arthur D. Long
Gloria Long
Miriam Long

EL DORADO COUNTY
RECEIVED

NOV 17 1987

COMMUNITY DEVELOPMENT
DEPARTMENT

**Ronald W. Peek
1720 Dormity Rd.
Rescue, CA 95672
(916) 677-4050**

November 12, 1987

El Dorado County Planning Commission
C/O Mr. Richard M. Floch
360 Fair Lane
Placerville, CA 95667

Gentlemen:

My family and I live in a 3,800 square foot home, 5 acre lot, within Green Springs Ranch. The Executive Summary of the Environmental Impact Report refers to a proposed development which would border our property as follows: area J-3 along the west and area J-1 along the south. Since area J-1 is within 75 feet of our house, we are particularly alarmed at the prospect of having homes with 1 acre lots along our southern border.

The proposed development creates a negative impact on our property by not providing for a gradual transition from 5 acre parcels. Why aren't 4 acre lots proposed all along the border of Green Springs Ranch? It appears that an exception has been made at area J-1, creating an obvious lack of consistency and representing a flagrant disregard for the rights of families bordering that area.

Furthermore, a section of the report is both misleading and false when applied to area J-1. I refer to two statements under "EFFECTS FOUND NOT TO BE SIGNIFICANT" (see ENVIRONMENTAL IMPACT

4-2

REPORT: EL DORADO HILLS SPECIFIC PLAN DRAFT pp. 3-3 to 3-4):

- Spatial relationships of various project components would not create any impacts on adjacent components.
- General Plan requires that densities between residential developments shall blend with existing development.

4-2

On the contrary, the proposed zoning for J-1 violates required spatial relationships and fails to provide for blending with existing densities. **To be in compliance, Area J-1 should be rezoned as .25 units per - acre; that is, one home per four acres.**

Sincerely,



Ronald W. Peek

Memorandum

To : Dr. Gordon F. Snow
Assistant Secretary for Resources

Date : NOV 12 1987

Patty Dunn
El Dorado County Planning Div.
360 Fair Lane
Placerville, CA 95667

Subject: Draft EIR
El Dorado Hills
Specific Plan
SCH# 86122912

From : Department of Conservation—Office of the Director

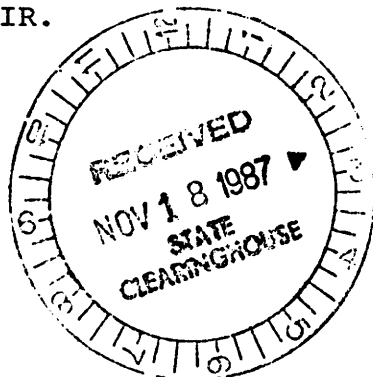
The Department of Conservation is responsible for monitoring farmland conversion on a statewide basis. The Department also administers the California Land Conservation (Williamson Act). We have reviewed the County of El Dorado's DEIR for the project referenced above, and have noted that the proposal involves the conversion of valuable farmland.

As revised, the proposal would involve developing approximately 3,933 acres of grazing land for residential and commercial uses. Approximately 808 acres of the total project area would remain in open space.

The FEIR should address specific issues related to farmland conversion and the Williamson Act, as recommended in the Department's January 29, 1987 comment letter on the NOP. In addition, the FEIR should provide detail on the following issues:

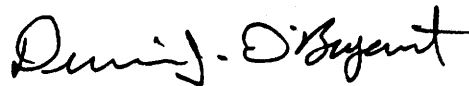
The DEIR identifies the project's impact on grazing land (11% reduction in areawide acreage) as less than significant and recommends no mitigation measures for this loss. The impact of loss of this grazing land to the area should be discussed in the FEIR and also include specific data, e.g., number of animal unit-months the land supports and the cumulative impact of the loss of the grazing land to the County or surrounding areas.

The DEIR also identifies land south of Highway 50 that is currently under Williamson Act contract. Although the property owner has requested withdrawal from the contract, the acreage of the parcel that is included in the project area should be noted in the FEIR.



Dr. Snow and Ms. Dunn
Page two

The Department appreciates the opportunity to comment on the DEIR for the El Dorado Hills Specific Plan. We hope that the farmland conversion impact and the Williamson Act contract issues are given adequate consideration in the FEIR. If I can be of further assistance, please feel free to call me at (916) 322-5873.



Dennis J. O'Bryant
Environmental Program Coordinator

cc: Stephen Oliva, Chief
Office of Land Conservation

Memorandum

To : 1. Gordon F. Snow, Projects Coordinator Date : November 13, 1987
Resources Agency

2. Patti Dunn
El Dorado County Planning Division
360 Fair Lane
Placerville, CA 95667

From : Department of Fish and Game

Subject : October 1987 Draft Environmental Impact Report (DEIR) for the
El Dorado Hills Specific Plan, El Dorado County - SCH 86122912

The Department of Fish and Game (Department) has reviewed the DEIR for the El Dorado Hills Specific Plan.

The Specific Plan covers an area of 4,086 acres with 2,184 acres proposed for residential use, 260 acres proposed for commercial use, and 1,020 acres proposed as open space. A 370 acre area will be developed into two golf courses and another 26 acres of parks will be established. The project is located approximately 23 miles east of the City of Sacramento and is generally bounded by U.S. Highway 50 and White Rock Road on the south, El Dorado Hills Boulevard on the west, Green Valley Road on the north and Bass Lake Road on the east.

Within the planning area, the terrain is generally rolling foothills ranging in elevation from 600 to 1,200 feet. Vegetation is dominated by an annual grass-forb grassland with blue oak-live oak woodland found generally in the north portion of the planning area on the north- and east-aspect slopes. Several intermittent streams with associated riparian vegetation occur within the project area.

The Department finds the DEIR adequate in its treatment of the fish and wildlife resources and their habitat within the project site. We recommend all of the proposed mitigation measures (pages 12-36 to 12-48) be implemented into the project as conditions of project approval.

The applicant should be advised it will be necessary to secure a Streambed Alteration Agreement, pursuant to Section 1603 of the Fish and Game Code, prior to any construction activity occurring within the 100-year flood plain of any waterway within the project lands.

If the Department can be of further assistance, please contact James D. Messersmith, Regional Manager, Region 2, 1701 Nimbus Road, Rancho Cordova, CA 95670, telephone (916) 355-0922.

EL DORADO COUNTY
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NOV 16 1987

COMMUNITY DEVELOPMENT
DEPARTMENT

Green Springs Ranch
Landowners Association
P. O. Box 825
Folsom, CA 95630
November 13, 1987

Ms. Patti Dunn
Principal Planner
El Dorado County Planning Division
360 Fair Lane
Placerville, CA 95667

Ms. Dunn:

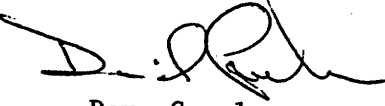
The Green Springs Ranch Landowners Association would like to voice the concerns of our members regarding the proposed development of the property bordering the south and west of the Green Springs Ranch by the El Dorado Hills Investors Group.

Residents are concerned that the plan does not provide adequate density transitions. The Green Springs Ranch rural development consists of parcels of five acres or more in size. We therefore request that all parcels adjoining Green Springs Ranch be zoned no less than four acres.

4-6

Members are also concerned about the new development's impact on community services, particularly schools, roads, police and fire protection. We urge the planning division to insist on provisions to expand these services before new homes are built to place additional demands on these already overloaded services.

Regards,


Dave Creelman
President, Green Springs Ranch
Landowners Association

cc: Robert E. Dorr, Supervisor, District #1
El Dorado Hills Investors Group

Green Springs Ranch
Homeowners
Rescue, CA 95672

November 14, 1987

Ms. Patti Dunn
El Dorado County Planning Commission
360 Fair Lane
Placerville, CA 95667

Dear Ms. Dunn:

We, the undersigned Green Springs Ranch homeowners, are protesting the plan, to rezone area J-1 to 1 house per acre. Area J-1 borders Green Springs Ranch, a development of 5 acre parcels which are designed for rural living. We are outraged at the prospect of having 1 acre homes immediately adjacent to 5 acre homes. In addition, we are concerned and alarmed that the ENVIRONMENTAL IMPACT REPORT: EL DORADO HILLS SPECIFIC PLAN DRAFT is inaccurate when it indicates: "Spatial relationships of various project components would not create any impacts on adjacent components." and that densities between residential developments blend with the existing development. Not only are these statements misleading, but they are false when applied to area J-1. We request that area J-1 be rezoned for a maximum of one house per four acres.

4-7

Name	Address
Ronald W. Paul	1720 Dormitory Rd.
Phyllis L. Paul	1720 Dormitory Rd.
D. Paul	1723 Dormitory Rd.
Thomas J. Paul	1723 Dormitory Rd.
David Edwards	1847 Dormitory Rd.
William A. Edwards	1847 Dormitory Rd.
Elizabeth Edwards	1904 Dormitory Rd. Rescue
Thomas J. Paul	1904 Dormitory Rd. Rescue
Ed M. Paul	1940 DORMITORY RD RESCUE
Debra Paul	1940 Dormitory Rd. Rescue
Robert Paul	1939 Dormitory Rd. Rescue
Alma L. Paul	1939 Dormitory Rd. Rescue
John L. Paul	1741 Carl Dr. Rescue
Marjorie L. Paul	1741 Carl Dr. Rescue
Carl L. Paul	1741 Carl Dr. Rescue

A-30

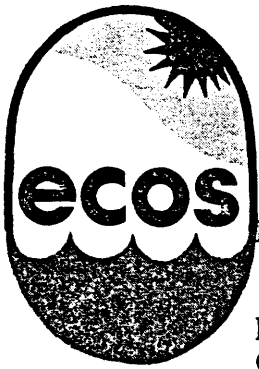
We, the undersigned Green Springs Ranch homeowners, are protesting the plan, to rezone area J-1 to 1 house per acre. Area J-1 borders Green Springs Ranch, a development of 5 acre parcels which are designed for rural living. We are outraged at the prospect of having 1 acre homes immediately adjacent to 5 acre homes. In addition, we are concerned and alarmed that the ENVIRONMENTAL IMPACT REPORT: EL DORADO HILLS SPECIFIC PLAN DRAFT is inaccurate when it indicates: "Spatial relationships of various project components would not create any impacts on adjacent components." and that densities between residential developments blend with the existing development. Not only are these statements misleading, but they are false when applied to area J-1. We request that area J-1 be rezoned for a maximum of one house per four acres.

4-7

Name

Address

Sherrylo Smith 1821 Carl Dr. Rescure Ca 95672
 2964 J. O. 1821 Carl Dr. Rescure CA 95672
 1741 Carl Dr. Rescure CA 95672
 2576 Howard Dr. Rescure CA 95672
 1881 Dismity Rd. Rescure CA 95672
 1800 Dismity Rd. Rescure Ca 95672



Environmental Council of Sacramento, Inc.

November 16, 1987

El Dorado County
Community Development Department
Planning Division: Attention Patti Dunn
360 Fair Lane
Placerville, Ca. 95667

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NOV 18 1987

COMMUNITY DEVELOPMENT DEPT.

Dear Ms. Dunn:

The Environmental Council of Sacramento was not noticed on the Draft Environmental Impact Report for the El Dorado Hills Specific Plan, and we consider ourselves an interested party. Moreover, we requested such notice well in advance of DEIR release. The project creates a large low density residential community, obviously intended to provide housing for workers employed within Sacramento County. Air quality and transportation impacts of the project will occur in Sacramento County. We request that notice of any further action on this project be sent to President, Environmental Council of Sacramento, 909 Twelfth Street, Sacramento, Ca. 95814.

Regarding the Draft Environmental Impact Statement (DEIR), we believe that there are defects and omissions in the Report. Specifically the report is deficient in not adequately considering the air quality and transportation impacts of the project, and the impacts of the project compared with alternative land use configurations feasible mitigation measures, and the cumulative impacts of the project in combination with other projects in the air basin on air pollution.

Alternatives to the Project

The DEIR fails to consider alternative land use configurations for the 4000 acre community. Alternatives such as mixed land uses including a jobs:housing balance of 1:1, and higher density housing on transit lines, should be evaluated to compare the impacts on transportation and air quality with the project proposed.

Air Quality

The Draft Environmental Impact Report does not adequately describe the air quality problem in the Sacramento metropolitan area and the impact of the project on air quality (8-3). Sacramento is a non attainment area for ozone and carbon monoxide under federal law. This means that federal standards for these pollutants are being violated. The U.S. Environmental Protection Agency has determined that the air quality plan for this area is inadequate, and has given notice of new requirements for local governments to meet air quality standards. This includes full mitigation of all emission growth after 1987. El Dorado County will be included in these requirements. Therefore, the Draft Environmental Impact Statement should provide detailed information on how the El Dorado Hills Specific Plan will affect the ability of El Dorado County to meet its obligations under federal law to meet air quality standards in the Sacramento Air Basin.

The DEIR also fails to identify the actual hydrocarbon emissions in the County. This project will substantially increase the level of hydrocarbon emissions but that level is not identified. The County has not collected baseline information essential to the task of identifying the environmental and public health impacts of this massive project. The County of El Dorado is in violation of federal ozone standards but is not monitoring the project site to determine the number of violations per year and the ozone concentrations measured.

8-2

Moreover, the DEIR trip generation rates reported in the Transportation Chapter would underestimate the transportation emissions generated by the project by a factor of 10. Therefore the estimated air quality impact of the project in 2010 cannot be accepted as valid.

8-3

The DEIR states that the effect of project emissions on the Sacramento Air Quality Maintenance Area can be reduced to a less-than-significant level if the county adopts a Transportation System Management ordinance as described in Chapter 7, "Transportation." (8-6, 8, 10) We do not agree. While local measures to reduce single-occupant trips of a regional nature would certainly be necessary to mitigate the regional air quality impacts of the project, the ordinance vaguely described in Chapter 7 would not accomplish that goal. The Transportation Systems Management ordinance described in Chapter 7 seems contingent upon application to employment related trips within the county. (7-50)

8-4

Transportation

The Draft Environmental Impact Statement does not include environmental review sufficient to submit for a new interchange at U.S. Highway 50, a facility which would be required to serve the traffic generated by the project. The DEIR also does not discuss the question of consistency of the interchange with the adopted air quality plan; consistency is a prerequisite to federal agency approval.

7-2

The DEIR is inadequate because neither the environmental impacts of the project without the interchange on U.S. Highway 50 nor the environmental impacts of the interchange itself are evaluated, and the mitigation necessary to offset the absence of the interchange have not been identified.

We find the traffic analysis incomprehensible. As such it is not possible to determine that the analysis adequately accounts for the traffic impacts of the project.

A major problem is that the traffic model uses a different "study area" than the specific plan area, yet the land uses of the "study area" are not identified.

The trip distribution discussion (7-18) refers to industrial and commercial uses not identified in the Specific Plan. On the other hand, the traffic analysis does not look at the overall balance of jobs and housing within the "study area," and the ability of transit, carpooling and non-motorized travel to meet commute needs within the "study area." It appears therefore that the "study area" has not been defined as a transportation planning area in order to plan a viable multi-modal system to reduce traffic congestion and air quality. Instead, it has been defined to create an artificial trip distribution profile, to create the appearance of a minimal impact of the project area. In fact, this very large residential community creates the heaviest demands on the transportation system and burdens on air quality because these are the most auto dependent types of developments.

7-3

The following assumptions are not reasonable given the land uses:

(1) Assumption that 40 percent of the home-work trips will be internal cannot be justified given the lack of employment in the area.

7-4

(2) Assumption that 33% of the external trips will travel in the easterly direction is unreasonable.

In addition the trip generation rates listed vastly underestimate the trips generated. Table 7-4 gives rates which are roughly 10% of the rates used in other traffic studies in the Sacramento area. 7-5

Two more points on transportation analysis deficiencies:

(1) Without transit service, provision of facilities is an empty promise. The nature and density of the community makes efficient, economical transit service very unlikely. 7-6

(2) Planning a community without the funding for necessary transportation services is not acceptable under current CEQA case law.

Cumulative Impacts

The cumulative impacts of the air quality and transportation impacts of this project in Sacramento County are significant and these impacts have not been adequately analyzed in the DEIR. Commute travel by residents of this development to work sites in Sacramento County clearly will add to congestion and air quality problems in Sacramento County.

The jurisdictions in Sacramento and Southern Placer County have policies and are developing improved policies to mitigate negative growth impacts. These include regulation of land uses so that housing and jobs are in balance within communities, reducing long commute trips and increasing opportunities for alternative transportation between homes and jobs. 17-1

These jurisdictions are also engaged in an air quality plan update to determine what additional policies are needed to fully mitigate cumulative growth impacts. The El Dorado Hills Specific Plan does not include a jobs-housing balance analysis nor an evaluation of single occupant vehicle trip reduction programs appropriate to very large residential communities. It does not inform decision makers about the major effort now required of local jurisdictions in the air basin to come up with new transportation emission controls to attain national air standards. Mitigation of cumulative impacts clearly requires such analyses to be included in the DEIR.

Conclusion

We believe the defects and omissions in the DEIR must be corrected and the revised report recirculated before it can be presented to the County Board of Supervisors for review. 1-3

Sincerely,



Michael R. Eaton
President

Memorandum

To : State Clearinghouse
Office of Planning & Research
Attention Keith Lee
1400 10th Street
Sacramento, CA 95814

Date : November 16, 1987
File : 03-ED-50
PM 0.8
El Dorado Hills
Specific Plan
SCH 86122912

From : DEPARTMENT OF TRANSPORTATION - Telephone ATSS 457-4498
District 3, P. O. Box 911, Marysville, CA 95901

Subject :

Caltrans, District 3, has reviewed the draft EIR for the El Dorado Hills Specific Plan, a 4,086 acre area north of Highway 50 and east of El Dorado Hills Boulevard. The plan would allow development of low density residential, commercial and related uses.

On Page 7-58, the document states that Highway 50 should be widened to 10 lanes west of Folsom Boulevard by the year 2010. The District's Route Concept Report identifies 8 lanes as the 20-year concept facility. Widening to 10 lanes is probably not feasible. 7-7

The document should also consider impacts to the main line of Highway 50 between this plan area and downtown Sacramento. If the local agencies do form cooperative agreements with all developers, widening of the freeway as shown on Page 7-55 may still not mitigate level of service F between this area and downtown Sacramento. 7-8

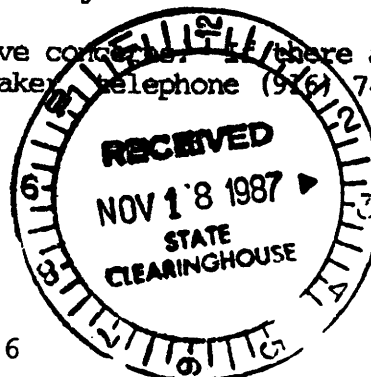
Based on the traffic projections on Page 7-44, it appears that Highway 50 between the Bass Lake Road and Silva Valley Interchanges will have at least 20 percent higher traffic volumes than adjacent segments. We recommend the County consider providing a parallel arterial between these two interchanges to help balance freeway volumes and reduce ramp to ramp travel. 7-9

On Page 7-32, the document states that Latrobe Road between Highway 50 and White Rock Road will have significant unavoidable impacts, even when widened to six lanes. All alternatives should be evaluated before this is determined to be unavoidable. Maintaining an acceptable level of service on this segment could have direct beneficial impacts on the freeway operations. 7-10

As this area is developed, Caltrans would require the right of way fence to be upgraded to a minimum standard of six-foot high chain link fencing. 7-11

We request the final EIR address the above concerns. If there are any questions, please contact Mrs. Jeannie Baker, telephone (916) 741-4498.


Brian J. Smith
Chief, Environmental Branch



DEPARTMENT OF TRANSPORTATION

INTEROFFICE COMMUNICATION

Date: November 16, 1987

To: Patty Dunn, Community Development Department

From: Scott Chadd, Director of Transportation *SC*

Subject: El Dorado Hills Specific Plan and E.I.R.

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NOV 17 1987
COMMUNITY DEVELOPMENT DEPT

Many of our comments relate to those that we discussed with this developer on August 26, 1987. Attached you will find our technical concerns noted. These are directed to specific pages, figures and tables in the draft EIR of July 20, 1987.

Fundamental unresolved issues are as follows:

1. Draft EIR and Draft Specific Plan use only two future years as data/decision points; project build out in 1997 and El Dorado Hills area build out in 2010. This creates an analysis that turns a blind eye to incremental development and renders impacts and mitigation measures difficult to determine in a reasonable time horizon.

7-12

The Specific Plan speaks about four "Development Clusters;" each containing multiple villages. One reason for the creation of these "Clusters" is "logical development sequencing", page 20.

The "Comprehensive Financing Plan" (copy received 5:15 p.m., November 13, 1987) calls for infrastructure and public facilities totalling \$69,730,071, with proposed "Phase One" totalling \$23,934,156. There are no graphic representations showing what portion of the project constitutes "Phase One." This lack of continuity from one document to another serves to aggravate the difficulty of understanding when specific improvements are required.

By looking at only two points, one 10 years and the other 23 years in the future, planning for incremental impact mitigation (a requirement of CEQA) is not possible.

7-12

2. Impacts are assigned to two categories: El Dorado County and Areawide. The Draft EIR does not explain the basis upon which this distinction rests.
3. The EIR does not link suggested mitigation measures with stages of development.
4. Impacts are of a magnitude sufficient to require a rethinking of acceptable levels of service on County roads and existing land use. (See Pages 7-23 and 7-44.)
5. Mitigation measures should include what, where, when, why and how much.
6. Comprehensive Financing Plan makes assumptions regarding cost sharing that are not supported by information in any of the documents.

7-13

7-14

7-15

7-16

7-17

Patty Dunn
November 16, 1987

Page -2-

7. The majority of the information in the financing plan relates to various methods of financing. Additional information is required on actual improvements, i.e. scope, cost, timing and cost sharing.
8. Provide staff with an improvement matrix which includes the following:
 - a. An exhibit showing all planned and proposed improvement.
 - b. Who is responsible for the improvement.
 - c. When is the improvement required.
 - d. Estimated cost at time of construction and funding mechanism.

In conclusion, the three documents submitted contain a substantial amount of information. However, it is not possible to determine the complete extent of improvements required to mitigate impacts, their cost, or the source of funding from the present package.

We would be happy to meet with you and the developers to discuss this further.

SC:dn

DEPARTMENT OF TRANSPORTATION

INTEROFFICE COMMUNICATION

ate: November 16, 1987

o: Scott Chadd, Director; File

om: Bill Pearson, Associate Civil Engineer **BP**

bject: Review of El Dorado Hills Specific Plan E.I.R.
Chapter 7 - Transportation

In reviewing this second EIR draft, TJKM has cleaned up most of the items that we expressed concern about on the first draft review. They have separated the impacts from the mitigations and provided improvement costs, but still have not identified any funding mechanism(s) to pay for the non-project related improvements, i.e., El Dorado County and Areawide Improvements. They also have not provided any additional "year scenarios" besides 1997 and 2010, making it very difficult to schedule for roadway improvement phasing.

The Specific Plan contains descriptions of planned streets with typical roadway sections. The total construction cost for the arterial streets planned is estimated at \$18,114,000 in 1987 dollars (Page 95). The text discusses the need for a fee-type funding mechanism, but does not establish one for the non-project road improvements.

In going through the chapter by numerical page, I've noted the following additional items:

Page 7-4: The traffic counts in Figure 7-2 contain daily ADT as well as P.M. peak hour. This has also been done on all the other Figures in the chapter showing traffic volumes.

7-18

Page 7-9: The project planned roadway network (Figure 7-5) differs from our County future roads (Figure 7-4) in several instances. Elimination of the easterly extension of Harvard Way would be acceptable, but the proposed Ridge Road should be stubbed for a future connection to the existing Highland Hills Drive. Likewise, there needs to be a stub north from Country Club Drive to the Green Springs subdivision for future connection to Deer Valley Road.

7-19

Page 7-10: The roadway network shown in Figure 7-4 has been confined to the study area. This is likewise true for Figure 7-7 through Figure 7-20, except for Figure 7-6 which shows the area studied in the model.

7-20

Page 7-13, -14: Project planned improvements: White rock road should be improved west of Latrobe Road as well as east. Latrobe Road should be improved south of White Rock Road. Does the Silva Valley Interchange over-crossing need to be six lanes? CalTrans is planning for four lanes. The ramp list should include a southbound to eastbound single-lane on-ramp loop.

7-21

Page 7-17: The trip generation rates shown in Table 7-4 should be daily, not peak hour, to facilitate their being understood.

7-22

Page 7-19: The distribution assumptions in Table 7-5 I feel are reasonable, as we've discussed before. Likewise for Table 7-7 on Page 7-21, but some of the numbers on Table 7-6 should be changed to:

7-23

	<u>Internal/Internal</u>	<u>Internal/External</u>
Work	14	85
Other	27	73

I've already discussed this with TJKM.

Page 7-22: The following future critical intersection should be added to the list, and also on Table 7-11. El Dorado Hills Boulevard and Wilson Way.

7-24

Page 7-25: Under Trip Generation, the first sentence should read Table 7-10 instead of 7-9.

7-25

Page 7-27: Table 7-9 Folsom Area Land Use Assumptions should be removed.

7-26

Pages 7-30 and 7-42: Under Levels of Service, the Table indicated should be 7-11 instead of 7-10.

7-27

Page 7-33: Figure 7-11. In 1997 without the project there will be 38,000 ADT on El Dorado Hills Boulevard at Highway 50 reducing to 12,000 ADT south of Harvard Way. Is this the result of the Raley's commercial area? This assumes Level of Service D and F. Likewise, the same for 2010 without the project, Figure 7-14, Page 7-41.

7-28

Pages 7-34 and 7-38: Latrobe Road between Highway 50 and White Rock Road will likely be at LOS D or E with six lanes by 1997 without the project. With the project, this road segment with six lanes would go to LOS F.

7-29

Page 7-38: Under Levels of Service, we need further explanation why the Green Valley Road/Salmon Falls Road intersection would be at LOS C for the 1997 plus project while all other intersections would be LOS F. Does this account for the El Dorado Hills Boulevard leg of this intersection?

7-30

Page 7-37: 1997 with project impacts. The El Dorado Hills Boulevard/Highway 50 and Bass Lake Road/Highway 50 eastbound and westbound ramps have been included to El Dorado County Impacts. These are also included in 2010 without and with scenarios, as well as other improvements being included since the first draft. It still makes it difficult to follow when certain roads will become impacted without other time scenarios between the present and 2010.

7-31

Page 7-46: Mitigation Measures. Projects have total lengths and dollars added to them. Cost per mile is red-marked in the document.

7-32

Page 7-47: The Silva Valley Interchange ramp list should include a south-bound to eastbound single-lane on-ramp loop.

7-33

Page 7-48: The consultant needs to identify the ten traffic signals incorporated in the project design and which five traffic signals are considered part of County improvements. There should be a total of 16 signalized intersections. 7-34

Page 7-48: Under County Improvements for the existing plus project, the Green Valley Road/Francisco Drive, El Dorado Hills Boulevard/Harvard Way, and El Dorado Hills Boulevard/Highway 50 Westbound Ramp projects need to have cost figures. 7-35

Page 7-49: Having Figures 7-17 through 7-20 situated in a close sequence makes it easier to follow. 7-36

Page 7-50: Under Areawide Improvements, the Highway 50, White Rock Road, and Green Valley Road improvements need to have cost figures. Under Update the El Dorado Hills Traffic Impact Fee, the fee should be determined on a per trip analysis which can then be equated to a per dwelling unit or square-foot amount. 7-37

Page 7-52: Under County Improvements for 1997 without the project, the Green Valley Road and Francisco Drive improvement needs to have a cost figure. There are six not seven critical existing intersections identified in this study, at a cost of \$0.6 million. 7-38

Page 7-54: Under County Improvements for 1997 plus the project, there should be 16 not 15 critical intersections identified at a cost of \$1.6 million. 7-39

Page 7-54: The Green Valley Road/Francisco Drive, Green Valley Road/Salmon Falls Road, and El Dorado Hills Boulevard/Harvard Way improvements need to have cost figures. 7-40

Page 7-56: Under Areawide Improvements, Highway 50, White Rock Road, Green Valley Road, County Line Interchange, Additional Arterial, Wilson Way, and Park Drive improvements need to have cost figures. 7-41

Page 7-56: Under County Improvements for 2010 without the project, the El Dorado Hills Boulevard/Highway 50 eastbound ramps need to have a cost figure. 7-42

Page 7-58: Under County Improvement for 2010 plus the project, the Green Valley Road/Francisco Drive, Green Valley Road/Salmon Falls Road, the El Dorado Hills Boulevard/Harvard Way improvements need to have cost figures. 7-43

Page 7-59: Mitigation measures incorporated by project design have been added into this draft, and the mitigation measures required by County policy have been removed to Appendix I. 7-44

Appendix E - Traffic:

Figure E-1: Why do certain traffic movements decrease between 1997 and 2010 plus project? Likewise, in Figures E-3, E-4, E-5, E-9, E-11, E-12 and E-15. 7-45

Figure E-2: Why isn't the El Dorado Hills Boulevard leg of this intersection included in the future projections?

7-46

Figures E-5, E-8, E-10, E-13, E-14: Various legs of these intersections appear to show lower peak hour traffic volumes than is shown on Figure 7-16 for 2010 plus project improved network.

7-47

There needs to be a definition of what "County Impacts" are and the criteria used for determining them. It is not clear from the EIR text how this was done. Likewise, as mentioned before, there is no means provided for funding the improvements needed to mitigate these County Impacts.

7-48

Your suggestion for having the text include an Impacts - Mitigations Matrix would greatly assist the reader to summarize quickly the conclusions of this study.

7-49

BP:dn

BUCKEYE UNION *School District*

POST OFFICE BOX 547 • SHINGLE SPRINGS, CALIFORNIA 95682 • (916) 677-2261 • 985-2183

LYLE GRAF
SUPERINTENDENT

RECEIVED

NOV 17 1987

November 17, 1987

COMMUNITY DEVELOPMENT DEPT

Patty Dunn
Supervisor of Current Planning
El Dorado County Planning Department
360 Fair Lane
Placerville, CA 95667

Dear Ms. Dunn:

The Buckeye Union School District has three concerns regarding the El Dorado Hills Specific Plan. First, we have received a letter from Covington Homes which indicates one of our proposed school sites is located on land which has disputed ownership. The District will eventually need to take title to this proposed school site or an alternate site. The District requests clarification and resolution of this apparent problem.

6-2

Secondly, access and services to all proposed sites needs to be available on a timely basis to enable the District to develop the sites for school use.

6-3

Finally, the proposed twenty (20) acre middle school site at the end of Harbor Boulevard will better serve as an elementary school site. There is a possible problem in receiving state approval of this site because of the location of the water tank. However, our site selection committee believes that a ten (10) acre site to the north of the water tank access road would meet state approval. This site is the only one of all the proposed sites which currently has access and availability of services. The district's next need for a school is for an elementary site (10 acres), not a middle school (20 acres).

6-4

Since the district will eventually need a middle school within the Specific Plan area, the District requests designation of an approvable twenty (20) acre site - either by expansion of one of the proposed sites or by designating an alternate site.

I, personally, am very impressed with the El Dorado Hills Specific Plan and hope that these issues can be addressed and resolved by the time the plan is approved.

Yours truly,


Lyle Graf
Superintendent

LG:as

cc: El Dorado Hills Investors Group, Inc.
Covington Homes
Ruthann Ziegler, Attorney
Murray/Downs, Architect
David Reyes, Consultant
Board Members

Enclosure

A-43

BUCKEYE SCHOOL
4561 BUCKEYE ROAD
SHINGLE SPRINGS, CA 95682
677-2277 • 933-2333

WM. BROOKS SCHOOL
3610 PARK DRIVE
EL DORADO HILLS, CA 95682
933-6618 • 577-2875

CAMERADO SPRINGS MIDDLE SCHOOL
2480 MERRYCHASE DRIVE
CAMERON PARK, CA 95682
677-1658 • 933-0584



El Dorado Irrigation District

POST OFFICE BOX 1608 • 2890 MOSQUITO ROAD • PLACERVILLE • CALIFORNIA 95667 • PHONE (916) 622-4534

In reply refer to: E1187-677

November 17, 1987

El Dorado County
Community Development Department
360 Fair Lane
Placerville, CA 95667

Attention: Patty Dunn

Subject: Draft El Dorado Hills Specific Plan and EIR

Dear Ms. Dunn:

This is in response to your department's circulation of the above described documents for review and comment.

Attached are specific comments on the text of the documents intended to clarify reference to water allotment, water demand, Assessment District No. 3, Facility line sizes, EID water planning, the Gold Hill Intertie, sewage treatment plant capacities, wastewater commitments. Many of our comments are applicable and should be reviewed for both documents.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'E D Voelker', is written over the typed name.

E. D. Voelker
Engineering Director

EDV/LWA:red

Attachment

RECEIVED

NOV 18 1987

DRAFT ENVIRONMENTAL IMPACT REPORT

Page 6-1

3rd Paragraph should be rewritten as follows:

EID currently contracts with the U. S. Bureau of Reclamation to receive 7,550 acre feet of water per year from Folsom Lake. Current EID water deliveries to the El Dorado Hills area are estimated to be 1700-1800 acre feet per year. In 1986, a significant portion of this water was supplied by gravity from Sly Park which resulted in overdraft of allotments from that source. The USBR has made known that this will not be tolerated in the future.

6-5

Last Paragraph should be revised as follows (revisions are underlined):

Existing water system infrastructure has been provided to the Plan Area as part of EID's Assessment District No. 3 (A.D. No. 3) improvements. A.D. No. 3 was formed to provide for the expansion of water and wastewater facilities in the El Dorado Hills area. The improvement plan for El Dorado Hills involves a 25-year, seven-phase construction project which will provide major transmission, storage, and treatment facilities in the district area. These improvement phases will be installed in conjunction with development in the El Dorado Hills vicinity. Phase I improvements were financed by A.D. No. 3 with subsequent phases to be funded by supplemental connection fees (Wade and Associates 1987).

6-6

Page 6-2

1st Paragraph

Reference to the El Dorado Hills Water Tank is not clear, since there is no tank with that name. Reservoirs in El Dorado Hills are: Oakridge Tank; Ridgeview Tank; and Business Park Tank. None has a 24-inch line to the north.

Other corrections recommended are underlined as follows:

Existing water system infrastructure in the Plan Area vicinity consists of an 18-inch diameter line located in El Dorado Hills Boulevard south of the El Dorado Hills Water Tank, and a 24-inch line exists north of the El Dorado Hills Water Tank. An 18-inch line constructed by A.D. No. 3 as part of phase 1 improvements, bisects the Plan Area. This line connects the line in El Dorado Hills Boulevard with the 3-million-gallon water tank above Oakridge High School and a pump station at Bass Lake. Additional storage facilities, outside the Plan Area boundary, include a 1-million-gallon water tank at Ridgeview and a 1-million-gallon water tank above the El Dorado Hills Business Park. A 3-million-

6-7

gallon water tank is proposed at the south end of the Plan Area (Village C), as part of future improvements.

A raw water pumping station exists drawing water from Folsom Lake. Primary potable water pumping stations exist at the Water Treatment Plant, and at the Oakridge Tank site. Small hydropneumatic systems at Highlands and Ridgeview subdivisions provide local service. A small booster pumping station in the Bass Lake 12-inch system is no longer serviceable. A pumping station at Bass Lake serves portions of Cameron Park, outside the Plan Area.

6-7

2nd Paragraph

This paragraph refers to a three phase water supply and transmission improvement plan which has not been adopted by EID and should not be referenced in this Specific Plan text.

6-8

3rd Paragraph

It should be noted that the proposed water system for the Plan Area as shown in Figure 6-1 is conceptual. This may be a possible method of Service; however, EID has not reviewed the engineering details and believes that substantial changes may be required.

6-9

4th Paragraph

This paragraph should be rewritten as follows:

All onsite distribution systems would be built to meet fire flow and pressure requirements of the appropriate Fire Department. Those requirements are based on the Insurance Service Office (ISO) requirements which are usually more restrictive than EID Design Standards which also apply.

6-10

Page 6-3

2nd Paragraph

This paragraph should be rewritten based on the following:

6-11

Implementation of the Specific Plan may generate a total estimated water demand of 7.1 MGD; however, by that time 1.2 MGD of wastewater will have been developed for use on golf courses reducing the total estimated potable water demand to 5.9 MGD.

5th Paragraph

It is recommended that the following change be made in this paragraph:

6-12

.....plant capacity to 15 MGD as planned.

Page 6-5

4th Paragraph (EID should develop additional water sources). This paragraph should be clarified based on the following:

6-13

The Gold Hill Intertie is more correctly identified as a water conveyance project, which draws upon existing sources. The Crawford Ditch project is in the planning stages. The Texas Hill project is neither underway, as stated, nor is any funding vehicle identified.

Page 6-6

1st Paragraph

The second sentence should be deleted based on the following comment:

6-14

Since present connection fees are barely adequate to provide for replacement of service capacity, the proposed reductions in fees is not viable. However, escalation of fees for properties without specific conservation configurations may be a realistic approach.

8th Paragraph

This paragraph should be expanded to include the following:

6-15

The plan for expansion of the Water Treatment Plant specifies that implementation shall be funded from accumulations of the Supplemental Connection Fees, as shall other phased improvements.

Page 6-7

1st, 2nd and 3rd Paragraphs should be revised as follows to clarify references to A.D. No. 3 and EID:

Wastewater collection and treatment services within the Plan Area vicinity are provided by EID. A.D. No. 3 has funded construction of major infrastructure including major trunk lines, pump stations, and treatment plant expansions. Construction of wastewater infrastructure improvements within El Dorado Hills is planned according to a 25-year, three-phase development program, to be from Supplemental Connection Fees.

6-16

Existing wastewater collection facilities in the Plan Area include an 18- to 33-inch-diameter gravity pipeline and a 20-inch-diameter force main constructed as part of A.D. No. 3 Phase I improvements. Other Phase I improvements include 12-inch-diameter force mains and a pump station in St. Andrews Village and a 12- to 24-inch-diameter collection line within El Dorado Hills Boulevard south of Oakridge High School. A lift station, located near the high school, conveys sewage to a line in El Dorado Hills Boulevard through a force main. EID's three-phase wastewater construction program is intended to serve all development proposed in the Plan

Area.

Funding for Phase I improvements was provided by an assessment bond. Assessments are apportioned on the basis of equivalent dwelling units (EDUs). Using this funding method, assessments on parcels with approved tentative maps would be based on the number of approved lots (CH2M Hill 1984). Subsequent phases of construction will be funded by supplementary connection fees.

6-16

Last Paragraph should be revised as follows:

The present capacity of the wastewater plant is 1.6 MGD. EID plans to ultimately upgrade the treatment plant to about 4.2 MGD.

6-17

Page 6-8

4th Paragraph

The following comments should be incorporated into this paragraph:

Present Reclaimed Wastewater commitments occasionally exceed available supply, requiring substitution of potable water for golf course irrigation. It should be assumed that existing customers have first claim to any available supplies. Any proposed golf courses will rely upon potable water for at least a portion of their needs in the early years. This in turn suggests a need for golf courses to participate in Supplemental Connection fees, to assist in expansion of potable water facilities. It should not be assumed that EID can or should guarantee that adequate treated effluent will be available; however, all possible use of reclaimed wastewater should be integrated into the water budgeting for this area.

6-18

SPECIFIC PLAN

Page 78

1st Paragraph

The second sentence should state that water from the North Fork of the Cosumnes River and Crawford Ditch would be treated and filtered at Reservoir No. 7 rather than stored at Reservoir No. 7.

Figure No. 6 does not illustrate EID's Interim Facilities Plan as stated. This appears to be Figure No. 21 on Page 79 which should not be used in the Specific Plan Text as it has not been adopted by EID.

2nd Paragraph

Figure No. 5 does not chart the amount of water available relative to the demand as stated. This appears to be Figure No. 20.

Page 80

5th Paragraph

This paragraph should be deleted. The described plan is not an adopted document and there is no written report dated May 27, 1987.

Page 81

Last Paragraph

The capacity figures should be corrected as follows:

The existing sewage treatment facility, the El Dorado Hills Sewage Treatment Plant located off Latrobe Road south of Highway 50, was designed for a capacity of 0.8 MGD. Expansion of this plant to a capacity of 1.6 MGD has been completed under A.D. No. 3 and it is now operating at approximately one-third capacity. Sewage is....
.....

Nov. 18, 1987

To: El Dorado County
Planning Commission

From: Art & Bonnie Byram
3779 Arrowhead Ct.
El Dorado Hills, Ca
95630
933-1037

Re: El Dorado Hills Investors
Specific Plan Impact on
Parcel # 086-180-02

Dear Sirs:

We own the above referenced 5 acre parcel located at 1441 Tong Rd. The property lies just north of HWY 50 and east of the proposed Silva Valley Interchange. At the present time the house is rented and the pasture is used to accomodate our horses, barn, etc. By verbal agreement we also use the adjacent 5 acres for pasture.

The EDHI Specific Plan proposes to locate the Silva Valley Interchange adjacent to our property and to locate a west bound elevated off-ramp across the corner of our place. This off ramp would cut off Tong Road, our current access road. Further, it would condemn at least one acre of our property, and cut us off from the additional 5 acres grazing. Because the Interchange and off ramp will cross Carson Creek it will destroy both the aesthetic beauty and current insulation from freeway noise and visual impact of the creek-side setting.

We are gravely concerned that the loss of rental income, the erosion of a return on our investment and the loss of a location for our horses will unfairly and unnecessarily cause financial distress to our family.

The Specific Plan designates this area as residential. We feel that several factors make our property unsuitable for residential development.

- 1) Extreme exposure to freeway noise.
- 2) Loss of current access road.
- 3) Loss of acreage to elevated off-ramp and new access road.
- 4) Location of a school overlooking the site.
- 5) The current home will have to be removed.
- 6) Total destruction of the creek-side setting.
- 7) Location of an elevated freeway cloverleaf adjacent to the property.
- 8) Relative isolation from rest of development because of Carson Creek position to West and North of property.
(only fairly large bridges could provide access)

4-8

We, therefore, urgently request that the Planning Commission and the Board of Supervisors designate our property for commercial use. The high freeway visibility, the off-ramp, and the isolation from other development would then become assets rather than liabilities.

4-8

We would anticipate developing the property as a site for a nice restaurant (with angus cattle pastured perhaps). It would also be an attractive location for an office complex with patios and fountains facing the freeway.

Without this additional flexibility in development options, our property will become a virtually valueless and unattractive entrance to the new El Dorado Hills Development Area.

Thank you for your attention and for your consideration of our situation.

Sincerely,

Art & Bonnie Byram



EL DORADO HILLS
FIRE DEPARTMENT

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NOV 19 1987

COMMUNITY DEVELOPMENT DEPT

990 LASSEN LANE, EL DORADO HILLS, CALIFORNIA 95630 • TELEPHONE 933-6623

November 18, 1987

El Dorado County Community Development Department
360 Fair Lane
Placerville, CA 95667.

Attention: Richard Floch, Community Development Director

RE: Draft EIR - El Dorado Hills Specific Plan

Dear Mr. Floch:

The El Dorado Hills Fire Department has reviewed the EIR for the El Dorado Hills Specific Plan and would like to make the following corrections to paragraphs two and four on Page 6-15.

Paragraph Two should read as follows:

"Station One is the main fire house with a full time staff of twelve, consisting of three administrative personnel, (one Fire Chief, one Battalion Chief and one secretary) and nine shift personnel (three captains, three engineers and three firefighters). There are also a total of 21 volunteer personnel which man Stations One and Two. Station One houses seven emergency vehicles, including two fire suppression engines, one squad vehicle, one water tender, two staff vehicles, and one utility vehicle. Station Two houses one fire suppression vehicle and one quick attack fire suppression vehicle. Emergency response time to the planned area from Station One is approximately three to five minutes. The time would vary from Station Two depending on volunteer availability."

6-19

Paragraph four should read as follows:

"The Fire Department currently provides 2.2 Firefighting personnel per 1,000 population, using the accepted volunteer ratio of three volunteers being equivalent to one paid firefighter. The ratio is 1.2 Firefighters per 1,000 population if volunteer employees are not considered. The standard staffing level of 1.5 Firefighters per 1,000 population, the department considers adequate for providing fire protection in the service area."

6-20

If you have any questions or comments, please feel free to contact me.

Yours truly,

EL DORADO HILLS FIRE DEPARTMENT

Robert B. Cima

Robert B. Cima, Chief -

RBC/cb



EL DORADO HILLS
COMMUNITY SERVICES DISTRICT

831 REDWOOD LANE • EL DORADO HILLS, CALIFORNIA 95630 • TELEPHONE 916-933-6624

November 18, 1987

El Dorado County Planning Commission
330 Fair Lane
Placerville, CA 95667

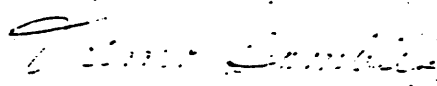
Honorable Commissioners:

Since the public hearing for the El Dorado Hills Investors Specific Plan was changed from the evening of November 12th to the evening of November 19th, we will be unable to send a representative to the hearing because it conflicts with our regular monthly Board of Directors meeting.

We would like you to know that we have met with representatives from El Dorado Hills Investors and are in the process of discussing issues related to their specific plan. At this point in time, nothing definite has been resolved concerning the open space, lighting and landscaping assessment districts, development of parks and recreation facilities, etc., however, the El Dorado Hills Investors representatives are preparing some information for the Community Services District and will be meeting with us as soon as it is available. We will continue to work toward a mutually agreeable resolution to the above mentioned issues.

We will keep you informed of our progress on this matter.

Sincerely,


VELMA GAMBLES
District Administrator

cc: Bob Dorr, District I Supervisor
Larry Walrod, Planning Department
El Dorado Hills Investors

VG/cb

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NOV 19 1987

COMMUNITY DEVELOPMENT DEPT

I am Laurence Peterson of P.O. Box 51
51 Song Rd.
El Dorado Hills

EL DORADO COUNTY
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NOV 18 1987

I am writing <sup>COMMUNITY DEVELOPMENT
DEPARTMENT</sup> this letter in protest to

a proposed ramp off Rt. 50 to Sylvia Rd.
in El Dorado Hills. According to surveys this
ramp will take more than $\frac{1}{2}$ of my
property, destroying a fresh water well, and
pass within 20 ft. of the front of my house.

I bought this property 16 yrs. ago, so I could retire
with some sense of privacy, have my own chicken
and a garden.

My wife had a stroke 6 yrs. ago is bedridden
and I do not want to have to move her. I am
located near the hospital, stores to do my
shopping, & a bank.

A-55

Further more it looks senseless to build

COMMUNITY DEVELOPMENT DEPT.

NOV 18 1987

- 2 -
another highway for El Dorado Hills, when
we already have an off ramp, at El Dorado
Hills Boulevard, which is a 4 lane divided
highway.

I do not need the noise & pollution
this close to my home. I want to be
excluded in your plans. Thank you

Laurence Patterson

November 19, 1987

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NOV 20 1987

TO: El Dorado County Planning Commission

COMMUNITY DEVELOPMENT DEPT

FROM: Debi Drake, 3460 Coon Hollow Rd., Placerville, CA 95667

RE: El Dorado Hills Specific Plan and EIR

As a resident of El Dorado County, I have some concerns about the El Dorado Hills Specific Plan's impact on the county although I do not live in the immediate vicinity of the area encompassed by the Plan.

Overall, I commend El Dorado Hills Communities and El Dorado County for proposing an innovative, environmentally sensitive plan to further develop El Dorado Hills. I think that the inevitable development of the oak-laden rolling hills has been approached in a manner that attempts to soften the blow residential development always has on the quality of life for current residents in a rural community.

However, I believe that some key issues have been overlooked in this proposed specific plan. The fact that the Plan allows for quite a bit of "open space" has been widely touted as a wonderful by-product of this development. In my opinion, the acreage that is devoted to the 36-hole golf course in the Plan should not be included as "open space" that is available to the community at large. I know of no golf course that encourages picnics, hiking, frisbee playing or small children to use its greens, so I do not understand how the golf courses in the plan are considered "open space." Golf is not an activity that everyone enjoys or has access to. Therefore, I recommend in the Commission's consideration of the open space benefits offered in the Plan that you do not include the acreage set aside for the golf course to be open space for public use. I also encourage you to require that more, true open space be set aside for public use in the Plan.

4-9

I also have a concern about the preservation of the oak trees as proposed in the Plan. I do not believe that a golf course will truly protect the oak trees. It is my understanding that oak trees do not do very well when they receive frequent waterings. The proposed golf course (if it's like other golf courses) would water its greens on a daily basis. I am concerned that the oak trees that are being "preserved" on the golf courses would actually end up dead in a short-time due to the frequent watering.

12-2

Also, I wonder what effects (negative or positive) the chemicals used by the golf course to maintain its greens would have upon the native oaks. I think it is important to consider the above scenario when the Commission tallies the number of oaks it is truly preserving through this specific plan. The large number of oaks the Plan preserves on paper may actually be a large number of dead oaks when the plan is actually implemented.

12-3

I would like to know, too, what guarantee do county residents have that the area that is designated "open space" in the Plan will truly remain open space? I cite as an example the park that used to be at the intersection of Governor's Drive and El Dorado Hills Blvd. When I originally moved to El Dorado County, I lived in El Dorado Hills. The park was a highly used, integral part of Governor's Village.

6-21

El Dorado County Planning Commission
November 19, 1987
Page Two

However, a few years ago Pacific States Realtors, the developers, informed the community that they were eliminating the park and replacing it with a commercial center. Apparently they had always had the right to do this, although they had not exercised this option. In order to avoid a similar decimation of recreational open space, I urge the Commission to adopt whatever resolution necessary to insure that the proposed open space in the Plan remains in that unaltered state.

Last, but not least, I am concerned about where the proposed 6,400 homes (18,000 residents) are going to get water. As I am sure you are aware, El Dorado County is in the midst of a water shortage. We can barely provide water to the residents who currently live here. Although EID claims that they can provide water to the new homes, you and I both know that in the long run this would mean the creation and implementation of a major water project in El Dorado County. What price (monetarily, environmentally and aesthetically) will the County's current residents have to pay in order to provide this new development with water?

I see here where the Commission has the opportunity to reverse the trend that was started almost thirty years ago when big development came to the foothills of the County. In your review of the proposed El Dorado Hills Specific Plan and EIR, I urge you to look at what a new development of this magnitude will cost the County's current residents.

Many of the benefits of living in this rural county are intangible - its just a certain feeling one gets when one's eye can travel across the ridge line and only encounter grass, trees, and (if one's lucky) a deer or two. Or else it's being able to hear night sounds that aren't traffic sounds. However, the loss of this rural quality would be a very tangible, very devastating blow to the County's current residents.

I hope through your actions on the ElDorado Hills Specific Plan that you are able to maintain this delicate balance.

Thank you for your consideration of my views.

Debi Drake

HOLLIMAN, HACKARD & TAYLOR

A PROFESSIONAL CORPORATION

ATTORNEYS

1545 RIVER PARK DRIVE, SUITE 550
SACRAMENTO, CALIFORNIA 95815
(916) 929-5545

WILLIAM G. HOLLIMAN, JR.
MICHAEL A. HACKARD
JOHN M. TAYLOR
ROBERT B. PYE
GEORGE E. PHILLIPS
B. DEMAR HOOPER
JOHN P. YEAGER

RECEIVED

DEC 1 1987

COMMUNITY DEVELOPMENT DEPT.

December 1, 1987

Ms. Patti Dunn
Planning Department
County of El Dorado
360 Fair Lane
Placerville, California 95667

Re: El Dorado Hills Specific Plan

Dear Ms. Dunn:

It is my understanding that Jones & Stokes Associates, preparers of the El Dorado Hills Specific Plan Draft Environmental Impact Report, are coordinating with you responses to oral and written comments received on the Draft EIR. On behalf of El Dorado Hills Communities, I wish to submit the following comments with respect to Chapter 3, Summary of Findings.

1. The Draft EIR lists "significant unavoidable impacts" for which no mitigation is available, commencing on page 3-1. Those impacts are also listed on page 7 of the staff report, dated November 19, 1987.
 - a. The finding that "single-event noise levels produced by aircraft from Mather Air Force Base" is a significant unavoidable impact is not supported by Chapter 9 (Noise) of the DEIR and should be deleted from the list of significant unavoidable impacts.
 - b. The finding that "direct loss of live oak forest wildlife habitat due to project construction is a significant unavoidable impact" should be deleted from that category and identified as a potentially significant impact, as set forth in Table 3-1. Further, the identification of the removal of 52.8 percent of live oak forest as a significant impact and the recommended mitigation measure for

9-1

12-4

retention for a minimum of 75 percent of live oak forest and open space cannot be sustained. The asserted impact on potential reduction in wildlife resources is not supported by any finding of existing or reasonable expectation of wildlife. Mitigation measures listed on page 7 of Table 3-1 for loss of live oak forest are equally applicable to the asserted unavoidable impact. The recommended retention of 75 percent of live oak forest for wildlife habitat does not appropriately consider the other listed mitigation measures for rendering effects on wildlife less than significant.

12-4

- c. All of the remaining "significant unavoidable impacts" listed in the DEIR are subject to Findings of Overriding Concern, specifically implementation of the County's urban growth policies, as set forth in the El Dorado Hills/Salmon Falls Area Plan.
- d. Table 3-1 lists the "effects of wildlife from removal of riparian vegetation along Carson Creek and its tributaries" as a significant impact and recommends establishment of a 200-foot-wide buffer zone along Carson Creek. The recommended mitigation is excessive and unsupported by any specific data. It is respectfully suggested that the County find that a 100-foot-wide buffer along Carson Creek is adequate mitigation when considered in conjunction with the additional mitigation measures and incorporated in the Specific Plan.

12-5

In summary, we believe that the County should amend the Draft EIR to delete from the list of "significant unavoidable impacts" the SEL noise levels produced by aircraft and the direct loss of live oak forest for wildlife habitat; that the County delete the finding that removal of 52.8 percent of live oak forest is a significant impact on wildlife resources, find that retention of 75 percent of live oak forest and open space for that purpose is an unreasonable mitigation, and find the remaining recommended mitigation measures relating to effects on wildlife to be adequate; and that the Board should adopt a Statement of Overriding Concerns with respect to all remaining unavoidable significant impacts as essential to implementation of

Ms. Patti Dunn
December 1, 1987
Page 3

the specific economic, social, and other considerations of
the Area Plan and General Plan policies.

Sincerely,

W. Holliman
William G. Holliman, Jr.

WGH/enp

cc: Don Andrews, Chairman, Planning Commission
El Dorado Hills Communities

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DEC 7 1987

COMMUNITY DEVELOPMENT
DEPARTMENT

4160 Hawk View Road
Shingle Springs, CA 95
December 3, 1987

Patti Dunn

El Dorado County Community Development Dept.
Planning Division
360 Fair Lane
Placerville, CA 95667

RE: El Dorado Hills Specific Plan

Dear Mr. Dunn,

On November 19, 1987 I, as a concerned landowner, expressed at the El Dorado County Planning Commission meeting several concerns pertaining to the El Dorado Hills Specific Plan. I would like to reiterate and add to those expressed concerns.

Like many families in our area we moved to our ten (10) acre parcels so that we could have the enjoyment of a quiet, peaceful rural setting in which to raise our children. Now we feel we will be losing this general feeling of openness and peace with the construction of the proposed development. The reasons are listed below.

- 1.) Our property directly borders the area known as G-3 on the Specific Plan (please to Attachment). Our North and West borders will be lined with 2.25 DU/acre. This is a problem to us first of all, because this density is not fully consistent to the El Dorado County General Plan for the El Dorado Hills/Salmon Falls Area Plan dated December 3, 1983. The General Plan shows most of the area

bordering us zoned as Medium Density - 1.0 to 4.9 acre lots. Second of all, this poses more noise, light and air pollution for our low density area. Please note that all parcels in our area of Bass Lake Road are 10 acres or larger.

4-11

2.) We are also concerned about drainage.

a.) Carson Creek flows through our property as does another overflow creek which junctions with Carson Creek and continues to flow as Carson Creek through our property to our neighbors. - Are the engineering reports adequate on the proposed development in G-3 and also G-1, F-1 & F-2?

11-2

What impact will the homes in these areas have on Carson Creek? Carson Creek is already a wild creek and during a heavy rain storm is a raging torrent. We are concerned for Carson Creek and its natural beauty. Hopefully, any drainage considerations will encompass the full preservation of Carson Creek's incredible beauty and natural flow.

b.) Another drainage concern is the impact the parcels ~~posed~~ that will be located West of us will have on the natural drainage flows on our property. The parcels on our West side will be higher than our land and the natural drain is to

an area of our property that is a wet bog from Winter until mid-Spring. The adjoining parcels, us and our neighbors must be considered!

3.) If the 2.25 DU/acre for G-3 is approved, will any kind of buffer or transition zone be provided? We do not care to look into 25 or more backyards. We would also find this a great loss of privacy to have so many neighbors butted up to our 10 acres.

Personal concerns aside we also have some general concerns.

1.) Recreation: Considering that many of the people who will inhabit this community will presumably be professional or para professionals, recreation is needed for relaxation after a stressful day. Having places to take quiet walks, bike rides and enjoy the beauty of nature is of great importance. Also, considering the fact that the Specific Plan includes areas for 4 acre parcels and the fact that many parcels outside the area are 5 acres and more, many people own or will own horses. Therefore, we hope that equestrian trails will be provided as is outlined on the El Dorado Hills/Salmon Falls Area Plan.

2.) General Erosion Control: This land (the hills in particular) is of an unstable nature and for the most part has very little tree coverage; it is mostly covered by rangeland grasses. We hope that all

considerations have been made and noted as to the protection of potential slide areas. The hills are very steep and in many areas treeless.

3.) Bass Lake Road: This road already has a heavy traffic pattern and even with proposed future improvement possibly could not handle all the new traffic this development would bring. As it is now Bass Lake Road is potentially dangerous all year long and this danger is multiplied many times during the Fall and Winter when the fog is present.

Now that these concerns are written we have some suggestions.

1.) For the Specific Plan to be more consistent with the General Plan. - to keep the Medium Density zoning in the majority part (along our North and West borders) of G-3. One acre parcels would be much more acceptable as to the protection of the land and the natural drainage and to our personal privacy.

2.) Keep the setbacks for Canon Creek at a reasonable distance (200ft-100ft each side). Consider that this creek can swell to 25-35 feet wide (in the G-3 area) during a good rain storm. The setback should also consider the preservation of the natural beauty

(1)

and flow of Carson Creek.

3.) Provide a natural looking buffer the Specific Plan parcels and the outside neighborhood parcels. For example, 1.) a line in a staggered formation of a native tree type. 2.) varied sized grove groupings of native oaks. Too, it should be considered the the El Dorado Irrigation District water lines run along the G-3 area, only a few feet from our fence line, so that easement would have to be considered.

4.) Implementation of a trail system. A system of trails for walking, biking and horseback riding should be provided for the physical and spiritual well-being of all inhabitants of the area.

5.) Enforce erosion control. This land is too precious to have it wash down Carson Creek!

6.) Delay any proposed construction near Bass Lake Road or area that would circulate to Bass Lake Road until the Silva Valley Parkway and interchange are built.

This letter has expressed only a few concerns, there are many more such as: Where is the water going to come from? Will there be adequate schools? Will this community truly be able to support itself?

The questions and concerns could be endless but I did not intend to write a book on this.

Please, all of us, must remember we are all the custodians of this land and the future of our coming generations.

Respectfully,
Marcia Harebutt
David Harebutt

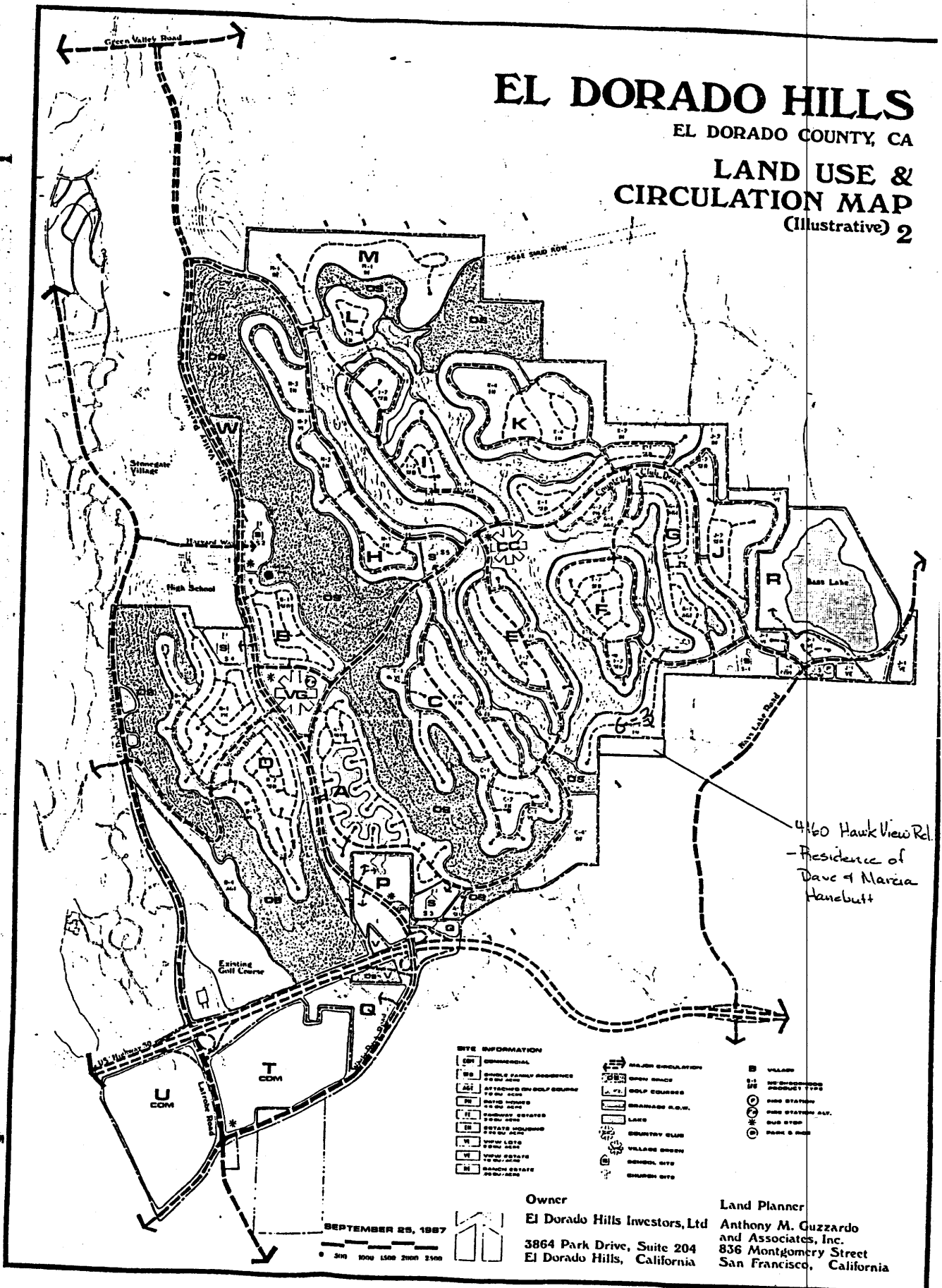
cc: Robert E. Dow, Supervisor, District #1
El Dorado Hills Investors, Ltd.

EL DORADO HILLS

EL DORADO COUNTY, CA

LAND USE & CIRCULATION MAP

(Illustrative) 2





Sierra Club

Mother Lode Chapter

COMMUNITY DEVELOPMENT
DEPARTMENT

P.O. BOX 1335, SACRAMENTO, CALIFORNIA 95806

December 23, 1987

El Dorado County Planning Commission
Director of Planning
360 Fair Lane
Placerville, Ca. 95667

Dear Chairperson, Members of the Commission, and Director for Planning for El Dorado County:

The Sierra Club Mother Lode Chapter has two groups interested in the EIR for the El Dorado Hills Specific Plan: The Sacramento Valley Group and the Maidu Group, which includes El Dorado County. The Chairs of both groups have reviewed the EIR and the comments made to you, dated November 16, by the Environmental Council of Sacramento, Inc. These group chairs have asked me, as Chapter Chair, to inform you of their joint concerns regarding the environmental review process and the environmental impacts of the Specific Plan.

The Sierra Club does endorse the comments made by the Environmental Council of Sacramento, and requests that you respond to these comments and recirculate the EIR. Please keep us informed of your actions on this EIR by sending documents and notices to:

Vicki Lee
Sacramento Valley Sierra Club
Conservation Committee Chair
1360 Perkins Way
Sacramento, Ca. 95818

Jude Lamare
Mother Lode Chair, Sierra Club
2516 Ninth Ave.
Sacramento, Ca. 95818

V.J. Harris
Maidu Group, Sierra Club
2855 Rolls Ct
Shingle Springs, Ca. 95682

Thank you for this opportunity to comment.

Sincerely,

Judith Lamare
Chapter Chair

A-69

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Sierra Club Maidu Group

December 31, 1987

EL DORADO COUNTY
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JAN 5 1988

El Dorado County Community Development Dept.
Planning Division: Attention Patti Dunn
360 Fair Lane
Placerville, CA 95667

COMMUNITY DEVELOPMENT
DEPARTMENT

Dear Ms. Dunn:

We are writing this letter in reference to the Draft Environmental Impact Report (DEIR) for the El Dorado Hills Specific Plan. Our organization was not noticed on the DEIR despite our group's active concern over environmental issues affecting El Dorado County. We request that we receive notices of all future actions relating to this project at the following address: Maidu Group, Sierra Club, P.O. Box 1515, Placerville, CA 95667.

We have many concerns regarding the negative impacts this project could have on air quality and transportation in El Dorado County and the greater Sacramento area. These concerns have been clearly identified by Michael Eaton in his letter for the Environmental Council of Sacramento dated November 2, 1987. Rather than reiterate those concerns suffice it to say that we share them and request that errors and omissions in the DEIR be corrected prior to submission of this plan to the El Dorado County Board of Supervisors.

Sincerely,

Robert T. Johnson
Maidu Group Conservation Chair

A-70

1515

P.O. Box 1835, Placerville, CA 95667

Serving El Dorado, Amador & Alpine Counties



Mother Lode Chapter - Sierra Club

P.O. Box 1335 • Sacramento, California 95806

Sacramento Valley Group

January 23, 1988

Patti Dunn
El Dorado County
Community Development Department
Planning Division
360 Fair Lane
Placerville, CA 95667

Dear Ms. Dunn:

The Sierra Club has reviewed the Environmental Impact Report for the El Dorado Hills development and we have the following comments to offer:

1. Apparently a 10-lane Route 50 will be necessary to mitigate the traffic impacts of this and other cumulative projects (pg. 7-58). The amount of traffic on a 10-lane freeway will make the attainment of air quality goals impossible. we recommend that light rail and other mass transit alternatives be looked at as a means for getting residents to their places of employment. Additionally, the number of commuters heading to the Sacramento area could be reduced by assuring that significant employment opportunities are available in the local area. The employment opportunities would have to be of the type and salary range compatible with the type of high end housing planned for this project. The approval of each phase of growth should be dependent on the growth of suitable local employment. The residents of El Dorado County should be careful, otherwise route 50 in the El Dorado Hills area will resemble route 50 as it currently is in the Howe Avenue area. The reasons that make El Dorado County such a desirable place to live may slowly disappear. 7-58
2. The entire traffic section is not understandable. For example, the traffic figures given for existing, existing plus project, 2010 plus project significantly underestimates the amount of traffic. The traffic numbers do not add up. 7-59
3. On pg.8-8 the statement is made that a transportation system management ordinance (TSM) would reduce air emissions to a less than significant level. This statement needs to be substantiated. There is no assurance that we are aware of that a TSM ordinance would reduce air emissions significantly, and there is no assurance that a TSM ordinance will be adopted. 8-7

4. The traffic analysis fails to evaluate traffic impacts on Highway 5 closer to Sacramento. 7-60
5. The water demand from the proposed development will be satisfied by the El Dorado Irrigation District, from still to be developed water sources. The South Fork of the American River (SOFAR) project is mentioned as a potential water source. Since the SOFAR project will probably not be constructed, we are concerned that water supply remains as a serious unresolved issue (pg. 6-5) 6-27
6. On pg .12-17 the statement is made that the proposed project would have a significant impact on mule deer. However the number of mule deer is undetermined and the claim is made that the area is not an important mule deer wintering area. We feel that there is a good possibility that this area is important to wintering deer because of its mild winters. We recommend that the number of summer and winter mule deer in the area be counted, and that measures be adopted that the effect of the development on the mule deer population will be monitored as the development proceeds. Approvals of each step of development will be made based on the monitored impacts of the development on the deer population. The cumulative effects of development on El Dorado County's west slope mule deer population has the serious potential to have a significant negative impact. We recommend that a wildlife biologist be consulted as part of the EIR. 12-7
7. No bike path layout is presented. The existing bike path in El Dorado Hills is inadequate, showing the need for a carefully planned bike path. The existing El Dorado Hills bike path is surfaced with a low grade bituminous surfacing which has a rough riding surface that encourages bikers to avoid the bike path and ride on El Dorado Hills Boulevard. In addition, the bike path's alignment is such that south bound riders along El Dorado Hills Boulevard are directed into a dangerous intersection with the golf course along the east side of the street, which is the wrong side of a street for a biker riding southbound. These problems need to be avoided with this new project. (pg. 2-5, 2-12, fig. 2-11). 6-28
8. Figure 4-1 does not make clear the boundary for each of the three area plans. 4-13
9. Figure 4-2 is not clear as to which parcel of land is in agricultural preserve. 4-14
10. Table 5-8 has the employment columns reversed. 5-2
11. The existing El Dorado Hills water treatment plant location is not depicted on Figure 6-1 6-29
12. The trip ends of .8 to 1.5 residential unit is unrealistically low. (pg 7-17) 7-61

- | | |
|---|------|
| 13. The assumption of the percentage of people commuting to work outside of the area of 60 percent does not appear to be realistic. We would not be surprised if 75 to 85 percent of the residents commuted outside of the area to their places of employment (pg. 7-19). | 7-62 |
| 14. The assumption of 53 percent of the traffic heading west appears low. (pg.7-21). | 7-63 |
| 15. The peak hour of 60 percent "in" seems low. (pg. 7-31) | 7-64 |
| 16. The commuter van pool program mentioned in the comment letter from El Dorado County on page B-14 should be considered in the EIR as a traffic and air quality mitigation measure. Enforcement and monitoring measures need to be made by the County before plan approval is made. | 7-65 |
| 17. The letter from the California Department of Transportation on page B-16 states that Highway 50 is a major access route to employment centers in Sacramento and that the EIR should identify impacts on highway 50 as a result of additional vehicle miles traveled to work locations. This has not been done. | 7-66 |
| 18. Specific commitments to the capital and operating costs of at least one additional air quality monitoring station in the plan area, to be implemented immediately to measure existing levels of air pollutants, should be required as an air quality mitigation measure. The El Dorado County Air Pollution Control District and the Sacramento Area Council of Governments should specify the requirements of the station, to be owned and operated by the Air Pollution Control District. | 8-8 |

Thank you for the opportunity to comment.

Sincerely,

Vicki Lee, Conservation Chair
Sacramento Valley Group

**HEFNER
STARK &
MAROIS**

Law Offices

**EL DORADO COUNTY
RECEIVED**

DEC 9 1987

**COMMUNITY DEVELOPMENT
DEPARTMENT**

December 8, 1987

2710 Gateway Oaks Drive
Suite 300 South
Sacramento, CA 95833
(916) 925-6620
Fax # 925-1127

El Dorado County Office
(916) 677-0245

Bay Area Office
(415) 659-9297

Mr. Richard Floch
Community Development Director
County of El Dorado
360 Fair Lane
Placerville, California 95667

Federal Express

Attn: Patty Dunn

Re: Covington Homes - El Dorado Hills Specific Plan

Dear Ms. Dunn:

This office represents Covington Homes of Northern California, a subsidiary of Covington Technologies, Inc., in the litigation matter involving El Dorado Hills Investors (EDHI). That litigation concerns the ownership rights of approximately 200 acres of undeveloped land within the boundaries of the proposed El Dorado Hills Specific Plan, roughly identified therein as Village D.

Covington Homes has previously sent you correspondence objecting to the proposed plan. Those objections were based upon two major points. First, EDHI has blatantly and without regard for the interests of Covington Homes or the preferences of Buckeye School District, proposed to locate a ten acre school site adjacent to the high school. Not only is it poor planning to join an elementary school with a high school, but in addition, the site was chosen by EDHI contrary to the needs of the District. The site was also chosen by EDHI knowing full well the likelihood that the litigation will result in Covington's ownership of the subject property and the school site selected is wholly incompatible with the design of the projects previously submitted to the County and approved by the Planning Commission. Given the fact that EDHI claims title to over 4,000 acres in the specific plan area and Covington claims only 200, surely the question must be asked as to why Buckeye School District's preferences for school sites cannot receive a more adequate response.

Hugh B. Bradford
(1976-1955)

S. W. Cross
(1881-1956)

Archie Hefner, Inc.
Robert N. Stark
Theodore M. Marois, Jr.
James M. Woodside
John D. Bessey
Robert W. Bell
Kenneth R. Stone
Timothy D. Taron
Judy Campos McKeenan
William M. Gallagher
Robert S. Willett
Todd A. Murray
Timothy M. Cronan
Joel S. Levy
Robert A. Laurie
David G. Yetter
Christina J. Savage
Peggy J. Chater
Robert P. Biegler
Brian E. Maloney
Dennis L. Viglione
Ronald H. Sargis
Martin B. Steiner
Lisa A. Wible Wright
John D. Schwarz, Jr.
Jeffrey H. Graybill
Howard S. Nevins
Kevin F. Scheneman
Janice L. Thurston
David F. Feingold
Kirk E. Giberson
Joseph E. Husein
Susan L. Sutherland

Mr. Richard Floch
December 8, 1987
Page Two

Secondly, the Covington property is proposed to be planned for five units to the acre "patio homes". Covington is a builder of single family homes preferably on such large lots (8,000 - 10,000 square feet) as are currently found in the El Dorado Hills area. Thus, the County should have no expectation that the housing types identified in the Plan for Village D will be built and we offer objection to any plan or policy in the Plan which requires the construction of a housing type which Covington cannot and will not build.

In summary, we demand that you examine alternatives to the Village D school site and further, that you provide assurances that the proposed Specific Plan is compatible and consistent with Covington's product. Covington representatives are, of course, available to meet with you at any time to discuss these issues further.

Thank you for your consideration.

Very truly yours,

HEFNER, STARK & MAROIS

By *Dennis L. Viglione*
DENNIS L. VIGLIONE

DLV:gss

cc: Janet Lebow, Covington Homes
Robert A. Laurie, Esq.
Lyle Graf

January 27, 1988

Board of Supervisors
330 Fair Lane
Placerville, CA 95667

Re: EL DORADO HILLS SPECIFIC PLAN

Dear Members of the Board:

On December 3, 1987 I wrote a letter to Patty Dunn of the El Dorado County Community Development Department reiterating concerns I had expressed at the Planning Commission Public Hearing on November 19, 1987 (Attachment I).

One principal concern is expressed as #1 on pages 1 and 2 and again on page 4. As mentioned in the letter, my husband and I own a ten (10) acre parcel which abuts the area known as G-3 in the Specific Plan, (please see Attachment II). The proposed parcels in G-3 are to be 2.25 DU/acre. In my letter to Patty Dunn (page 4) I suggested that in order to be more consistent with the El Dorado Hills/Salmon Falls Area Plan, (map dated December 6, 1983) that these parcels be one (1) acre. I would now like to revise that statement in consideration of the Planning Commissions' recommendations on December 23, 1987, the El Dorado Hills/Salmon Falls Area Plan designations for that area and because of my husband's and my past and present observations of the land in that area.

First of all, the Planning Commission on December 23, 1987 recommended that areas in the Specific Plan which are adjacent to ten (10) acre parcels should be zoned four (4) acre parcels for the purpose of making land use more consistent with the county's established land-use policies.

Second of all, the El Dorado Hills/Salmon Falls Area Plan shows the majority of the area abutting our ten (10) acre parcel designated as Medium Density - 1 DU/1.0-4.9 acre.

Third of all, over the past three years my husband and I have made several observations as to the delicacy of the land.

Observations:

- A-76
1. Erosion: Approximately two years ago a new water line was constructed, part of it being just the other side of our North fence line (see Figure 22 in the Specific Plan Draft). During this construction, numerous trees, just North and abutting our fence line, were bulldozed down in order to dig for the pipeline. Many of these trees were on a steep slope. Dynamiting also occurred because of the rocky nature of the area. This was enough destruction in itself. The soil was

greatly disturbed by this construction. When the construction was finished, after the rains had started, the ground was not re-seeded in time and many of the seeds did not sprout and were washed away. Because there was no ground cover or trees, much of the soil washed down Carson Creek that Winter and left ruts in the slopes. Even after two years this area still has not recovered. A once beautiful pasture land of native grasses and trees has been turned into a rutted, barren, and tarweed covered piece of land.

2. Trees: Because of the pipeline construction and observations in other areas of the county and local areas, we know that oak trees are not always considered an integral part of the landscape and well-being of the population (human & animal).

3. Carson Creek:
 - a. According to Figure 9 in the Specific Plan, the roadway to the parcels in G-3 runs almost alongside of Carson Creek (see Figure 24). It would have to cross Carson Creek in at least 2 places, both of which would ascend to very steep hills.
 - b. During the rainy season, we and our neighbors have observed Carson Creek to be 25-40 feet wide in many areas, up to 60 feet in one area at our property line that is in common with another ten acre parcel. The G-3 area that can be seen from our property becomes at least 30 feet wide. The flow of the creek is very swift and cannot be crossed safely by foot.

Because of the above observations, we would like to put forth the following in order to stress their importance and hope you will act on them.

Considerations:

1. Erosion: Enforce measures for full protection of the soil which would include the requirement of scheduling and limiting the disturbance of soil by grading, trenching and clearing, etc. as to assure completion of construction before the heavy rainy season begins. Also, that all disturbed soils be protected from erosion by properly re-seeding native grasses or by other acceptable erosion control methods. If re-seeding is done, the time and method should be done as such to assure maximum growth of the vegetation before significant rainfalls begins.

2. Trees: The destruction of the oak trees is a disgrace to this land. Many of the trees are hundreds of years old and even the young ones could be protected because they will someday replace the older ones. Oak trees are very slow growing and takes 20-50 years to reach any state of maturity. The trees are habitats for many wildlife and a delight to the human

eye. Even the scrub oaks have a part in the general ecology. It seems all should be protected to the fullest extent possible and this includes planning streets and residences around trees and groves as much as possible. Trees are not only homes for wildlife and pleasing to the eye, they also provide a better balance in the ecosystem by providing oxygen and by providing shade to cool the earth as well as being watersheds and protecting the soil from erosion.

3. Carson Creek: The creek is the main natural drainage system for this area. It's beauty and importance as a natural drain cannot be over emphasized. It has a fast and heavy flow during the rainy season and has various natural spring pools during the summer months. Because of its importance as a natural drainage area and its capacity to widen up to an average of 35-40 feet, in some areas, it is suggested that the 200 foot set back from the creek be enforced. This would also help to protect the natural beauty of the creek.

In light of the nature of the above comments, it is hoped that you, the Board of Supervisors, will respect the Planning Commission's recommendations of 4-acre parcels and to fully examine the impact that the Specific Plan will have on this area of land considering the observations made and the considerations offered.

If you do not agree with the Planning Commission's recommendations, may we suggest the minimum parcel lot for the G-3 area which abuts 10-acre parcels be a minimum of two acres with larger parcels where deemed necessary by the topography or to preserve the soil and natural vegetation or to preserve the natural drainage and flow of Carson Creek or all or part of the above.

If this compromise is considered then we suggest the following stipulations:

1. That the housing designated for the G-3 area remain Estate Housing (EH).
2. That these parcels shall follow the specifications set forth in the CC & R's and Design Guidelines for Residential Open Space.
3. That the minimum width of these parcels be no less than 100 feet wide along the common boundaries of the Specific Plan and 10-acre parcels.
4. Because increased runoff will most likely occur with the new development, that the adjacent development be required to have erosion and drainage control measures to insure protection of the natural drainage ways and Carson Creek located on the abutting 10-acre parcels.
5. That the considerations set forth in preceeding paragraphs labeled 1. Erosion, 2. Trees, and 3. Carson Creek be incorporated.

As a body of county government, we hope your decisions regarding the above will fully benefit the county's natural resources, land and its inhabitants, your electorate.

Respectfully Yours,

David Hanebutt
David Hanebutt

A-78

Marcia Hanebutt
Marcia Hanebutt
4160 Hawk View Rd.
Shingle Springs, CA 95682

e, the below signed, do fully concur with Mr. and Mrs. Hanebutt's statements, recommendations and considerations.

William Hedney
me

3330 Press Lake Rd Oacres
Address

Richard Hedney
me

Andrea Voss
me

4204 Harriet View Rd
Address 10.843 acw # 86-540-29

Thomas Voss
me

Karen Burdick
me

4178 Hawk View Road
Address 10.014 86-540-27

John Burdick
me

me

Address

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Address

me



**HEFNER
STARK &
MAROIS**
Law Offices

3420 Coach Lane, Suite 15
Cameron Park, CA 95682
(916) 677-0245
Toll Free Placerville Area
(916) 621-0659

Sacramento Office
(916) 925-6620
Fax # 925-1127

Bay Area Office
(415) 659-9297

February 8, 1988

Mr. Lyle Graf
Superintendent, Buckeye Union
School District
P. O. Box 547
Shingle Springs, CA 95682

FEB 9 1988

Re: El Dorado Hills Specific Plan
Covington Homes

RECEIVED

Dear Mr. Graf:

As we have indicated to you in previous conversations, my client, Covington Homes of Northern California is in litigation with El Dorado Hills Investors involving certain properties within the El Dorado Hills Specific Plan Area. The Plan, currently proposes to place a school site (Site S-4) on those lands claimed by Covington. My clients have offered objection to such a proposal

We believe that locating an elementary or middle school adjacent to a high school is poor planning and not in the best interest of the student populations. We would like to meet with you and, if appropriate, a representative of your Board to discuss alternatives to the current proposal.

Please advise as to your availability.

Very truly yours,

HEFNER, STARK & MAROIS

By 
Robert A. Laurie

RAL:bam
cc: Randy Collins
Covington Homes

Hugh B. Bradford
(1876-1955)

S. W. Cross
(1881-1956)

Archie Hefner, Inc. •
Robert N. Stark
Theodore M. Marois, Jr.
James M. Woodside
John D. Bessey
Robert W. Bell
Kenneth R. Stone
Timothy D. Taron
Judy Campos McKeehan
William M. Gallagher
Robert S. Willett
Todd A. Murray
Timothy M. Cronan
Mel S. Levy
Robert A. Laurie
David G. Yetter
Christina J. Savage
Garry J. Chater
Robert P. Biegler
Brian E. Maloney
Cennis L. Viglione
Donald H. Sargis
Martin B. Steiner
Sara A. Wible Wright
Ann D. Schwarz, Jr.
Frey H. Graybill
Edward S. Nevins
Vin F. Schoneman
Nancy L. Thurston
Ceph E. Hustein
Jan L. Sutherland

Board of Supervisors
360 Fairlane
Placerville, Ca. 95667

2-9-88

Gentlemen and Lady:

An outright refusal of the huge El Dorado Hills project is what we need from our Board of Supervisors, AND now!! It is long overdue for you to stand up to the developers and show your concern for the people of El Dorado County!!

The water and traffic problems are staggering and concern each and every one of us, and yet every day we see our elected officials ignoring these problems and all for what — new money, new homes, new development !!!

Have some courage — have some foresight — do us all a favor — do your jobs !!!

Very truly yours,

Mrs. Nancy Vastin
Shingle Springs Ca.

A-82

No reply needed —

actions speak louder than words.

Board of Supervisors
Placerville, Cal.

Sirs:

Once again you are selling this County down the river with your allowing so much development.

Before the damage is done on the F.I.D. Hills project I'd like to know if this conforms to the General Plan of this County! Is it in conformance with the Env. Impact Report ?? How could it possibly be, when we don't have enough water !!! Finally, Mr. Kenny of F.I.D. spoke the truth and admitted we do not have enough water for projects already approved!!

None of you will be getting my vote if you let this huge project go ahead. The Colwell - Barber one off Green Valley is ^{enough} ~~enough~~ to kill us dead now. (Traffic is already terrible on Green Valley, Mr. Sweeney).

Very truly yours,

Your very concerned
resident of F.D. County

11 Feb. 1988

RECEIVED

FEB 17 10 59 AM '88

BOARD OF SUPERVISORS
EL DORADO COUNTY

Chairman,
Board of Supervisors,
County of El Dorado,
Placerville, CA

Dear Mr. Chairman:

Were it not for a newsclipping mailed by
A Sacramento friend to me today I would
not have learned that our property, parcel
no. 086-180-011(0) near El Dorado Hills
is threatened by a proposed freeway inter-
change. 1-4

You have no trouble finding us in Hawaii
to get our tax money. Why is it we were
not informed of this matter and of the
hearings you have had?

I trust you will have this oversight
corrected immediately.

We have a beautiful 5-acre site on Carson
Creek just north of the freeway and, based
upon the meager information we obtained
from the newsclipping, we are opposed to
the proposed location by El Dorado Hills
Investors. 2-2

Sincerely, with
emphasis!

Edward F. Dolder
EDWARD F. DOLDER

1257 Haiku Road
Haiku, HI 96708

Feb. 12, 1988
Jack W. Tobiason
3882 Yellowstone Ln.
El Dorado Hills
Ca. 95682

RE: Mansour Development E.D.H.I.

Mr. Robert Dorr
Supervisor Dist. 1
330 Fair Lane
Placerville, Ca

BOARD OF SUPERVISORS
EL DORADO COUNTY

FEB 16 1 38 PM '88

RECEIVED

Dear Mr. Dorr,

I will be unable to attend the Public portion of your meeting scheduled for the night of Feb. 24, regarding the proposed Mansour Development hereinafter referred to in this letter as E.D.H.I., I therefore am expressing my views in this letter.

First to identify myself. I am Jack Tobiason a native Northern Californian and resident for 70 years. The last 25 years in El Dorado Hills.

I attended your meeting of Feb. 9, and left with the following impressions:

Mr. Kenny's testimony further convinced me of the ineptitude of E.I.D. management. If Mr. Kenny had not identified himself as E.I.D. manager I would guess that he was a publicity director of E.D.H.I.

His answers to some of the Board's questions were indecisive, misleading, confusing and tending to minimize the serious water problems facing western El Dorado Co.

His figures do not add up. He speaks continuously of a 2 year water supply in Sly Park Reservoir. Considering the fact that 1 dry year drew the water level down to 33% of capacity I can't see the logic. He refers to the 7,500 A.F. of water available to us from Folsom and that we never have used more than 2,500 A.F.

I also have done my homework, in view of today's population compared to the projected 1995 population figures, the area now drawing water from Folsom Lake will require a minimum of twice the present 7,500 A.F. Have we assurance from the Bureau of Reclamation that this amount is forthcoming? If so, will the

Bureau allow us to draw more than 2,500 A.F. when E.I.D. imposes water rationing on us in the summer of 1988? We could get temporary fix if the rest of the winter produces record rain fall and snow pack, which doesn't seem likely.

Yes, Mr. Dorr as you have been quoted in the Mt. Democrat "We have the water" But, we are only allowed to keep a very small portion of it. In your talks with Southern Calif. Water officials be careful that we don't commit more of our water South. I recall well that during the 66-67 drought when we were subjected to severe water conservation measures I observed the wash-down of L.A. sidewalks with 3" fire hoses.

Regarding the presentation of land use attorney Mr. Holliman I was astounded by his preposterous statement also shared by Mr. Kenny that the development will actually help to alleviate most of our water problems.

I also was negatively impressed by the attitude of one of the developers consultants who stated- We do this all the time in Los Angeles." I'm sure that as a fellow Northern California you share my opinion that we don't give a damn how they do it in L.A.

With regard to the interchange location proposed by the developers I note that the E.I.R. tells the developer to avoid the Tong Cemetery. Placing the Eastern on-ramp tightly against the cemetery is an open invitation for vandalism, garbage dumping and desecration of the cemetery. It does not comply with E.I.R. requirements.

In as much as Cal-Trans is responsible for the final location, and negotiation with the property owners, you should verify with them all the negative comments made by the developers consultant regarding the alternate site located at the existing under-pass to assure everyone that Cal-Trans shares the same opinion.

I have been assured by previous correspondence with the Cal-Trans engineer that all items relating to the Interchange at the Tong property are negotiable.

You can conclude that I am not a proponent of development. However, I recognize that development is inevitable and I reluctantly accept that fact.

I am confident that the majority of my fellow residents share my view that development must be subjected to stringent

environmental controls.

I hope that you agree with the majority of us that development should be allowed to run its natural course rather than actively, ^{recruiting} ~~recruiting~~ a land-rush or another gold-rush as some individuals are attempting to do.

The developers will leave us with what ever is approved, we have to live with it. They will be gone.

I was impressed by some of the Board Members who asked the tough questions and insisted on intelligent and practical responses.

The future of El Dorado Co. and all of its present and future residents is in your hands.

I hope and trust that you will make wise and just decisions for the benefit of all the citizens of Western El Dorado Co.

Very Truly Yours,

Jack H. Johnson

Original: Supervisor Bo Dorr

Copys: Pat Lowe Supervisor ✓

Mike Visman Supervisor

Jack Sweeney Supervisor

John Cefalu Supervisor

George Gribkoff E.I.D.

Cal-Trans Dist. Engr.

jnt-gt ✓

BUCKEYE UNION *School District*

POST OFFICE BOX 547 • SHINGLE SPRINGS, CALIFORNIA 95682 • (916) 677-2261 • 985-2183

LYLE GRAF
SUPERINTENDENT

EL DORADO COUNTY
RECEIVED

FEB 22 1988

COMMUNITY DEVELOPMENT
DEPARTMENT

February 19, 1988

Patti Dunn
El Dorado County Community Development
360 Fair Lane
Placerville, CA 95667

Dear Patti:

This letter is to formalize my concerns about the adoption of the El Dorado Hills Specific Plan as it is currently drafted. The following is a brief list of my concerns regarding school issues:

1. The Buckeye Union School District will require five (5) school sites - four (4) elementary and one (1) middle school.

5400 homes
x.468 projected yield rate

2527 students.

Four schools will load each school at 631 students. Five schools would load each school at 505 students. The district goal is a maximum of 550 students per school.

2. Elementary school sites are requested to be ten (10) net acres. The middle school site request is for twenty (20) net acres.
3. School site number S-2 is not a highly desirable site for three reasons:
 - a. It may be located too close to the Oak Ridge High School.
 - b. It may be located too close to the water tank.
 - c. The site itself is very sloping and may be very costly to develop.
4. School site number S-4 is located on land that has disputed ownership between El Dorado Hills Investors Group and Covington Homes. This could cause future problems for the district to gain access and to develop the site.
5. Specific language needs to be drafted which outlines procedures for the district to gain access and title to any of the sites in a timely manner.

A-88

BUCKEYE SCHOOL
4561 BUCKEYE ROAD
SHINGLE SPRINGS, CA 95682
677-2277 • 933-2333

WM. BROOKS SCHOOL
3610 PARK DRIVE
EL DORADO HILLS, CA 95630
933-6618 • 677-2875

CAMERADO SPRINGS MIDDLE SCHOOL
2480 MERRYCHASE DRIVE
CAMERON PARK, CA 95682
677-1658 • 933-0584

6. Offsite improvements and any proposed costs to the district need to be spelled out in detail before adoption of the plan.

Thank you for your attention to these matters. I will try to be present at subsequent hearings.

Sincerely,



Lyle Graf
Superintendent

LG:as

cc: Board Members
Addison Covert/Attorney



El Dorado Irrigation District

2890 MOSQUITO ROAD • PLACERVILLE • CALIFORNIA 95667 • PHONE (916) 622-4534

In reply refer to: E0288-150

February 23, 1988

El Dorado County
Community Development Department
360 Fair Lane
Placerville, CA 95667

Attention: Patti Dunn

Subject: Draft Environmental Impact Report
El Dorado Hills Specific Plan

Dear Ms. Dunn:

Chapter 17 of the Draft titled "Cumulative Impacts", needs clarification with regard to the relationship of EID, to the County of El Dorado and the City of Folsom. The Cumulative Study Area includes the Specific Plan Area plus surrounding lands in El Dorado Hills, Cameron Park and the City of Folsom. This was for purposes of assessing traffic impacts. The only area which can be considered relative to water and sewer service from the Folsom Lake Water Supply is the El Dorado Hills Area as shown on the attached Exhibit A. This is the water service area contracted for by EID with the U.S. Bureau of Reclamation. It should be noted that EID has projects under construction and other projects in the planning stages which would enable the District to deliver water to this service area from other higher elevation sources.

The water and wastewater impacts were based on a cumulative total of approximately, 17,369 dwellings units (single and multi family) generated from the Specific plan buildout and construction of 59 projects identified in Table 71-1. It is important to understand that of the projects listed in Table 71-1, only 1,962 dwelling units of the total 10,025 dwelling units represent projects which have either started or completed construction of water and sewer facilities and therefor represent a firm future water demand. The balance of these projects have either received a System Capability report pursuant to District Policy Statement No. 22, (copy attached) which was adopted by both EID and the County Board of Supervisors as a method of allowing tentative approval; or they are projects which have not yet received approval and in some cases, not yet been reviewed. As the Specific Plan has a 20 year buildout period and many projects listed in Table 71-1 are only possibilities, it seems obvious that the cumulative impact of development in the subject area will not occur by 1990.

Finally, it should be made clear that it is not necessary to have.

EL DORADO COUNTY
RECEIVED

FEB 25 1988

COMMUNITY DEVELOPMENT
DEPARTMENT

17-4

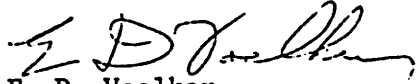
Letter No. E0288-150
February 23, 1988
Page 2

all facilities built or committed before approving the
continuation of development plans.

| 17-4

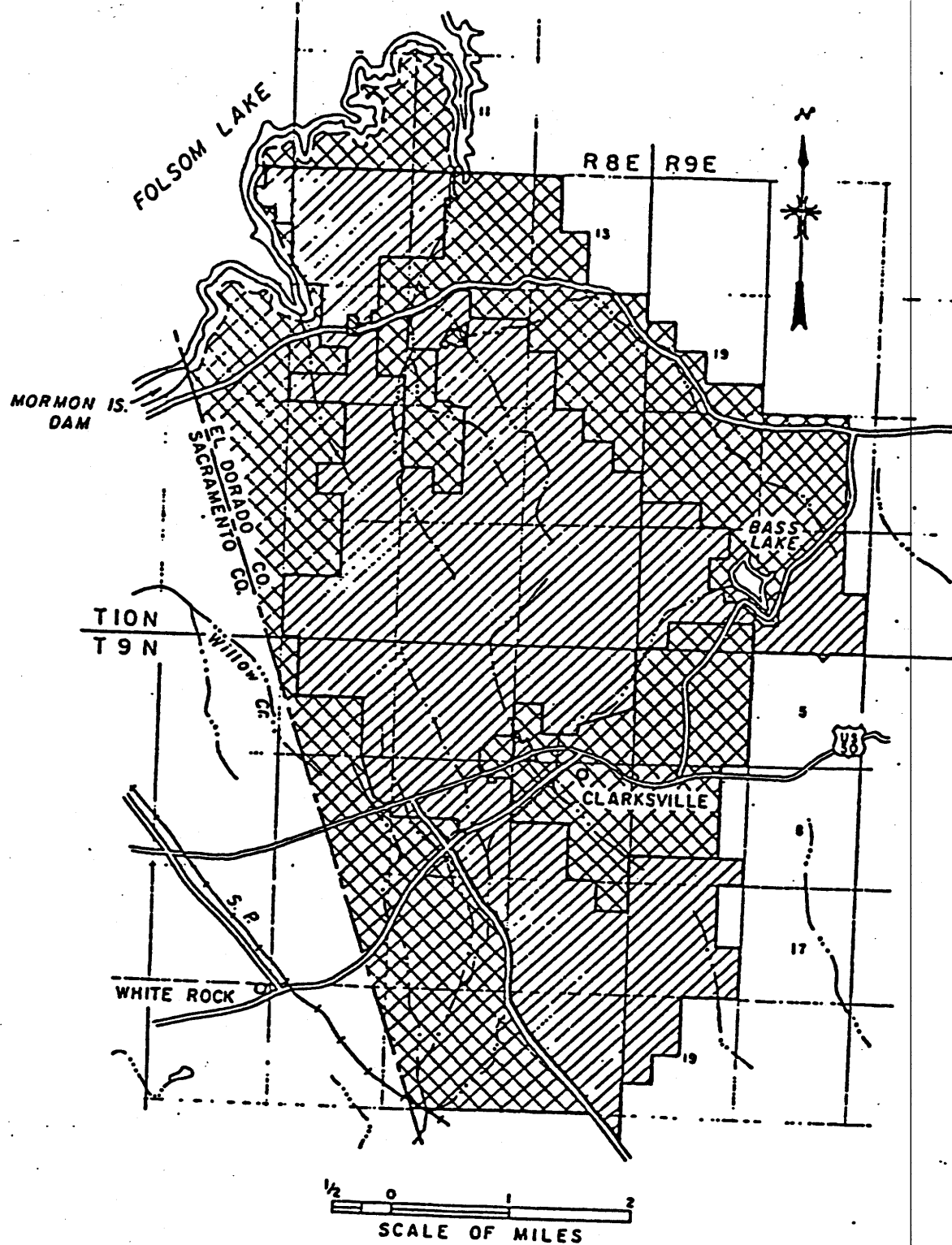
Very truly yours,

EL DORADO IRRIGATION DISTRICT


E. D. Voelker
Engineering Director

EDV/LWA:red

Attachment





-  DISTRICT AREA
-  AREA OF POSSIBLE SERVICE

EXHIBIT "A"
OF
WATER SERVICE CONTRACT
BETWEEN UNITED STATES AND
EL DORADO HILLS COUNTY
WATER DISTRICT

REDRAWN JUNE 5, 1964

214-208-3231

EXHIBIT A

A-92



POLICY STATEMENT

ADOPTED November 10, 1981
REVISED December 9, 1981

SUBJECT: PROCEDURE FOR APPLICATION FOR
SERVICE AND COMMITMENT OF SERVICE

SCOPE AND PURPOSE

This Policy Statement establishes the procedure regarding communication with applicants requesting extension of new water and sewer service and the issuance of commitment for service. The purpose of this procedure is to establish a means by which future District customers can receive assurance of service in accordance with the Regulations and Policies of the District.

REVIEW OF TENTATIVE MAPS

County and City ordinances may require that the applicant submit a capability of service study prior to Tentative Map approval and also ^{make} made approval of a Final Map contingent upon the applicant entering into a contract with the District for extension of necessary facilities. The District's Engineering Department will comment on environmental documents and review and approve reports prepared by applicant's engineers as necessary. All facilities to be extended must be in accordance with Regulation No. 8 and Policy Statement No. 8,

ISSUANCE OF LETTERS REGARDING GENERAL FACILITIES TO BE EXTENDED (FACILITIES LETTER)

Letter defining the general size and magnitude of extension facilities required to serve an applicant shall be issued by the District's Engineering Department. The analysis to define the facilities necessary to be constructed in order for service to be provided will be made by a Registered Engineer employed by the applicant and the report approved by the District Engineer or a registered engineer in the Department designated by the District Engineer. The approval shall be noted on the appropriate form and signed by the engineer.

Facilities letters for water and/or sewer service will be issued to applicants requesting information regarding potential service to existing parcels, lands being subdivided or split, and lands being rezoned or involving petition for amendment to the County or City General Plan subject to the following:

November 10, 1981

December 9, 1981

PROCEDURE FOR APPLICATION FOR
SERVICE AND COMMITMENT OF SERVICE

- A. Receipt of written request from the applicant with the parcel numbers (s), current zoning, proposed zoning if applicable, General Plan land use classification (existing and/or proposed), and all other specifics regarding potential type and demand of service or receipt of a Preliminary or Tentative Map from the City or County.
- B. The property being within the District.
- C. Submittal of capability of service study, if necessary, prepared by a Registered Engineer.
- D. Water and/or sewer capacity as determined by the District being available to serve the specific requirements of the development. If specific requirements are unknown, such as for commercial or industrial lots, a reasonable quantity of water and/or reasonable sewer capacity must be available for this type of development and the constituency of the sewage must be compatible with existing sewer treatment system. Details of future specific development plans will be reviewed by the District.
- E. As they relate to conditions of and fees for extension of service, District Regulations and Policies will apply as of date of fully executed Extension of Facilities Agreement. As they relate to conditions and charges for initiation of service and the on-going water and sewer service provided to the customer, District Regulations and Policies will apply as adopted and amended from time to time by the District's Board of Directors.

The format of this letter is given in Appendix A.



POLICY STATEMENT

ADOPTED

November 10, 1981

REVISED

December 9, 1981

SUBJECT: PROCEDURE FOR APPLICATION FOR
SERVICE AND COMMITMENT OF SERVICE

COMMITMENT FOR LANDS REQUIRING NOTICE TO THE COUNTY AND/OR CITY AND THE CALIFORNIA DEPARTMENT OF REAL ESTATE

A letter of commitment for water and sewer service will be issued to the County and/or City and Department of Real Estate subject to the following:

- A. The conditions outlined in this Policy Statement.
- B. Improvement Plans being approved by the District.
- C. All agreements being approved by EID Board of Directors and signed.
- D. All land rights being conveyed or guaranteed to be conveyed to the District
- E. All bonding requirements being met.
- F. All other District requirements being met.

The format of this letter is given in Appendix B.

EXPIRATION OF A COMMITMENT TO SERVE

Any and all commitment to serve becomes null and void if the applicant fails to construct facilities as provided for in the Extension of Facilities Agreement with the District.

All letters regarding water and sewer availability issued prior to the letter of commitment are contingent upon and expire with changes in the project and/or expiration of subdivision maps upon which the letter is based.



POLICY STATEMENT

ADOPTED November 10, 1981
REVISED December 9, 1981

SUBJECT: PROCEDURE FOR APPLICATION FOR
SERVICE AND COMMITMENT OF SERVICE

APPENDIX A

In reply refer to: _____

Date

Subject: _____

Gentlemen:

The subject project is within the service area of the El Dorado Irrigation District and is annexed to (must be annexed to) the District.

At this time, water and/or sewer service for (definitively described project) is available upon completion of financial arrangement and installation of necessary water and sewer main facilities which are generally described as follows:

All service shall be provided in accordance with El Dorado Irrigation District Regulations and Policies from time to time in effect. This letter is not a commitment to provide service, but is an indication of the facilities necessary to be constructed before a commitment can be issued. As they relate to conditions of fees for extension of service, District Regulations and Policies will apply as of date of fully executed Extension of Facilities Agreement. As they relate to conditions of and charges initiation of service and for on-going water and sewer service provided to the customer, District Regulations and Policies will apply as adopted and amended from time to time by the District's Board of Directors.

Very truly yours,

--



POLICY STATEMENT

ADOPTED

November 10, 1981

REVISED

December 9, 1981

SUBJECT: PROCEDURE FOR APPLICATION FOR
SERVICE AND COMMITMENT OF SERVICE

APPENDIX B

State of California
Department of Real Estate
4433 Florin Road
Sacramento, CA 95814

OR County of El Dorado

OR City of

Subject: _____

Gentlemen:

Water and/or sewer main extension agreements have been executed and the necessary deposit has been received for installation of water mains and services and/or sewer facilities in the following subdivision.

The water and/or sewer system has been designed to meet the requirements of domestic use.

Tract No. _____ Name _____

The estimated date of completion for the project is _____.

After proper application has been received from any customer in this tract, service will be provided in accordance with the Regulations and Policies in effect and approved by the Board of Directors of the El Dorado Irrigation District. As they relate to conditions of and fees for extension of service, District Regulations and Policies will apply as of date of fully executed Extension of Facilities Agreement. As they relate to conditions of and charges for initiation of service and the on-going water and sewer service provided to the customer, District Regulations and Policies will apply as adopted and amended from time to time by the District's Board of Directors.

All maintenance of our facilities in this tract will be the sole responsibility of this District.

Very truly yours,

Donald E. Vanderkar
Manager

DEV:csp
cc: Engineering

-5-

csp



EL DORADO COUNTY
RECEIVED

MAR 01 1988

COMMUNITY DEVELOPMENT
DEPARTMENT

February 24, 1988

2710 Gateway Oaks Drive
Suite 300 South
Sacramento, CA 95833
(916) 925-6620
Fax # 925-1127

El Dorado County Office
(916) 677-0243

Bay Area Office
(415) 659-9297

El Dorado County
Board of Supervisors
360 Fair Lane
Placerville, CA 95667

RE: Certification of the Environmental
Impact Report Relating to the El
Dorado Hills Investors, Ltd. Project

Members of the Board:

On behalf of the Russell Ranch Partnership, we wish to take this opportunity to comment on and object to the above referenced Environmental Impact Report as being inadequate due to its failure to address the Russell Ranch Development within the cumulative impact analysis as required under the California Environmental Quality Act.

The Russell Ranch Partnership has intended for some time to submit an application to the County of El Dorado requesting a general plan amendment, zoning change and approval of a schematic development plan for the 1050 acres of land located on the western border of the El Dorado County line. The attached documents describe that proposal. In addition, the Russell Ranch Partnership has been working with the County in regard to the development of their property for over six (6) months.

Upon receiving a notice of preparation of a draft Environmental Impact Report early in 1987, Stefan Manolakas, the attorney for the owners of this property, submitted a response indicating the owners intent to develop their property and requesting that their project be included within the cumulative impact analysis of the above referenced EIR. The Environmental Impact Report which has been subsequently prepared, and which is before you tonight for certification, is inadequate due to its failure to address the cumulative impacts of the Russell Ranch project. Due to this inadequacy, we would urge the Board to deny certification of the EIR until this omission is corrected.

Hugh B. Bradford
(1876-1955)

S. W. Cross
(1881-1956)

Archie Hefner, Inc.*
Robert N. Stark
Theodore M. Marois, Jr.
James M. Woodside
John D. Bessey
Robert W. Bell
Kenneth R. Stone
Timothy D. Taron
Judy Campos McKeehan
William M. Gallagher
Robert S. Willett
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John D. Schwarz, Jr.
Jeffrey H. Graybill
Howard S. Nevins
Kevin F. Schoneman
Janice L. Thurston
Joseph E. Hustein
Susan L. Sutherland



El Dorado County
Board of Supervisors
February 24, 1988
Page Two

To be adequate, the Environmental Impact Report's cumulative impact analysis should discuss "past, present, and reasonably anticipated future projects including those outside the agencies control that have produced, or are likely to produce, related or cumulative impacts." (CEQA Guidelines section 15130, subdivision (b)). The California courts, as recently as 1987, have determined that projects not formally proposed may be "reasonably foreseeable" for purposes of a proper cumulative impact analysis. (Libeu v. Johnson, 195 Cal.Ap. 3rd 517). A review of the CEQA Guidelines reveals that the lead agency has the responsibility to "use reasonable efforts to discover, disclose and discuss" related past, present and future projects (CEQA Guidelines section 15130). The law appears clear that any "reasonably foreseeable" project which is likely to produce cumulative effects or impacts must be discussed within an Environmental Impact Report. The report before you for certification does not meet that criteria and should not be certified.

17-5

The Russell Ranch project was certainly foreseeable at the time of preparing the Environmental Impact Report for the El Dorado Hills Investors, Limited project. As stated above, the Russell Ranch property owners submitted a response to the notice of preparation indicating their intention to develop the Russell Ranch property. A copy of that letter and the documents which supported it are attached hereto. This letter was received by El Dorado County Planning Director, Larry Walrod on February 17, 1987. Clearly this notification would bring the Russell Ranch project within the ambit of those projects which are "reasonably foreseeable". The Russell Ranch Project should therefore have been included within the cumulative impact analysis.

The Environmental Impact Report is now before you for certification. For the reasons stated above, this document is not legally adequate. We urge the Board to withhold

HEFNER
STARK &
MAROIS
Law Office

El Dorado County
Board of Supervisors
February 24, 1988
Page Three

certification until a proper cumulative impact analysis has been completed and incorporated. 17-5

Representatives of the Russell Ranch Partnership have been in contact with Mr. Holliman and have agreed to meet with Mr. Holliman within the next ten (10) days to discuss their concerns and to work toward an acceptable resolution.

We appreciate your consideration of all of the above and look forward to your response.

Sincerely,

HEFNER, STARK & MAROIS

By

MJ Cook
MICHAEL J. COOK

MJC/skr
Enclosures

**River West
Developments**

7700 College Town Drive, Suite 201
Sacramento, CA 95225-2397
(916) 381-1115

February 13, 1987

EL DORADO COUNTY
RECEIVED

FEB 17 1987

COMMUNITY DEVELOPMENT
DEPARTMENT

Mr. Larry Walrod *LW*
Planning Director
El Dorado County Planning Division
360 Fair Lane
Placerville, California 95667

RE: Notice of Preparation of a Draft Environmental Impact
Report

Dear Mr. Walrod:

Thank you for giving us the opportunity to respond to the
Notice of Preparation relating to the El Dorado Hills
Investors, Ltd. project.

Please be advised that the Russell Ranch Partnership
intends on submitting an application to the County of El
Dorado requesting a General Plan amendment, zoning change
and approval of a schematic development plan for the 1050+
acres of land located on the western border of the county
line. A description of the Russell Ranch property is
enclosed for your review.

We are currently in the process of meeting with County
officials in an attempt to develop the preliminary plans
for the project. Although there may be changes to our
tentative plans, one possible development scheme includes
approximately 2900 dwelling units on 900 acres, 50 acres
of commercial uses and 100 acres for uses comprised of
open space, recreation, a school and internal roadway. A
more detailed explanation of the uses are depicted on the
enclosed chart.

We would ask that the El Dorado Hills Investors, Ltd.
environmental impact report to consider the conceptual
development plans of the Russell Ranch project when
addressing the cumulative impacts of growth, traffic and
circulation, air quality, water supply and sewer demand.

Please call if you have any questions or comments
regarding the matters raised in this letter.

Very truly yours,

[Signature]
Stefan Manolakas
General Counsel

A-101

SMms11

2-22

TABLE 1-3: RUSSELL RANCH
PROPOSED DEVELOPMENT

Land Use	Polson			El Dorado			Total		
	Acreage	Square Feet	DU's	Acreage	Square Feet	DU's	Acreage	Square Feet	DU's
Commercial									
MRD	158.5	1,704,285		--	--		158.5	1,704,285	
DP	--	--		20	174,240		20.0	174,240	
LC	10.8	117,612		--	--		10.8	117,612	
GC	24.1	262,449		10	87,120		34.1	349,569	
TC	13.0	141,570		20	174,240		33.0	315,810	
HC	11.1	120,879		--	--		11.1	120,879	
Subtotal	215.5	2,348,795		50	435,600		265.5	2,782,395	
Residential									
MF-18 (Apartment)	12.3		221						
MP-16	51.8		828						
MF-12	13.8		165						
MP-10 (Cluster)	101.8		1,018						
SF-8 (Cluster)	27.5		220						
SF-6	135.9		815						
SP-6 (Cluster)	56.0		336						
SP-4	171.0		684						
SP-4 (Cluster)	49.5		198						
SP-3	448.8		1,346						
SP-2	63.9		127						
Subtotal	1,132.3		5,958	900		2,900	2,032.3		8,858
Open Spaces/Recreation/Other Uses									
G	175.4						175.4		
P	47.6			50			97.6		
SC	16.9			10			26.9		
Parkway				10			10.0		
Easements									
Interchange									
Roads	94.3			30			124.3		
Subtotal	334.2			100			434.2		
TOTAL	1,682.0	2,346,795	5,958	1,050	435,600	2,900	2,732.0	2,782,495	8,858
								Commercial Space	

- MRD - Management, Research & Development (Industrial)
- BP - Business & Professional Office
- LC - Limited Commercial
- GC - General Commercial
- TC - Travel Commercial
- HC - Health Club
- G - Golf Course
- P - Parks - Open Space
- SC - School
- MP - Multi-Family
- SP - Single-Family

Based on May 1986 Schematic Development Plan.

LEGEND

KEY	PROPOSED USE	PROPOSED DENSITY	NET TOTAL ACRES	NET TOTAL SQUARED FEET
1	RESIDENTIAL	10 UNITS/ACRE	10.0	435,600
2	RESIDENTIAL	20 UNITS/ACRE	5.0	217,800
3	RESIDENTIAL	30 UNITS/ACRE	3.3	143,850
4	RESIDENTIAL	40 UNITS/ACRE	2.5	107,925
5	RESIDENTIAL	50 UNITS/ACRE	2.0	87,940
6	RESIDENTIAL	60 UNITS/ACRE	1.7	74,058
7	RESIDENTIAL	70 UNITS/ACRE	1.4	61,182
8	RESIDENTIAL	80 UNITS/ACRE	1.3	56,232
9	RESIDENTIAL	90 UNITS/ACRE	1.1	47,916
10	RESIDENTIAL	100 UNITS/ACRE	1.0	43,560
11	RESIDENTIAL	120 UNITS/ACRE	.8	34,848
12	RESIDENTIAL	150 UNITS/ACRE	.7	30,495
13	RESIDENTIAL	200 UNITS/ACRE	.5	21,780
14	RESIDENTIAL	250 UNITS/ACRE	.4	17,424
15	RESIDENTIAL	300 UNITS/ACRE	.3	13,070
16	RESIDENTIAL	400 UNITS/ACRE	.2	8,714
17	RESIDENTIAL	500 UNITS/ACRE	.2	8,714
18	RESIDENTIAL	600 UNITS/ACRE	.2	8,714
19	RESIDENTIAL	700 UNITS/ACRE	.1	4,356
20	RESIDENTIAL	800 UNITS/ACRE	.1	4,356
21	RESIDENTIAL	900 UNITS/ACRE	.1	4,356
22	RESIDENTIAL	1000 UNITS/ACRE	.1	4,356
23	RESIDENTIAL	1200 UNITS/ACRE	.1	4,356
24	RESIDENTIAL	1500 UNITS/ACRE	.1	4,356
25	RESIDENTIAL	2000 UNITS/ACRE	.1	4,356
26	RESIDENTIAL	2500 UNITS/ACRE	.1	4,356
27	RESIDENTIAL	3000 UNITS/ACRE	.1	4,356
28	RESIDENTIAL	4000 UNITS/ACRE	.1	4,356
29	RESIDENTIAL	5000 UNITS/ACRE	.1	4,356
30	RESIDENTIAL	6000 UNITS/ACRE	.1	4,356
31	RESIDENTIAL	7000 UNITS/ACRE	.1	4,356
32	RESIDENTIAL	8000 UNITS/ACRE	.1	4,356
33	RESIDENTIAL	9000 UNITS/ACRE	.1	4,356
34	RESIDENTIAL	10000 UNITS/ACRE	.1	4,356
35	RESIDENTIAL	12000 UNITS/ACRE	.1	4,356
36	RESIDENTIAL	15000 UNITS/ACRE	.1	4,356
37	RESIDENTIAL	20000 UNITS/ACRE	.1	4,356
38	RESIDENTIAL	25000 UNITS/ACRE	.1	4,356
39	RESIDENTIAL	30000 UNITS/ACRE	.1	4,356
40	RESIDENTIAL	40000 UNITS/ACRE	.1	4,356
41	RESIDENTIAL	50000 UNITS/ACRE	.1	4,356
42	RESIDENTIAL	60000 UNITS/ACRE	.1	4,356
43	RESIDENTIAL	70000 UNITS/ACRE	.1	4,356
44	RESIDENTIAL	80000 UNITS/ACRE	.1	4,356
45	RESIDENTIAL	90000 UNITS/ACRE	.1	4,356
46	RESIDENTIAL	100000 UNITS/ACRE	.1	4,356
47	RESIDENTIAL	120000 UNITS/ACRE	.1	4,356
48	RESIDENTIAL	150000 UNITS/ACRE	.1	4,356
49	RESIDENTIAL	200000 UNITS/ACRE	.1	4,356
50	RESIDENTIAL	250000 UNITS/ACRE	.1	4,356
51	RESIDENTIAL	300000 UNITS/ACRE	.1	4,356
52	RESIDENTIAL	400000 UNITS/ACRE	.1	4,356
53	RESIDENTIAL	500000 UNITS/ACRE	.1	4,356
54	RESIDENTIAL	600000 UNITS/ACRE	.1	4,356
55	RESIDENTIAL	700000 UNITS/ACRE	.1	4,356
56	RESIDENTIAL	800000 UNITS/ACRE	.1	4,356
57	RESIDENTIAL	900000 UNITS/ACRE	.1	4,356
58	RESIDENTIAL	1000000 UNITS/ACRE	.1	4,356
59	RESIDENTIAL	1200000 UNITS/ACRE	.1	4,356
60	RESIDENTIAL	1500000 UNITS/ACRE	.1	4,356
61	RESIDENTIAL	2000000 UNITS/ACRE	.1	4,356
62	RESIDENTIAL	2500000 UNITS/ACRE	.1	4,356
63	RESIDENTIAL	3000000 UNITS/ACRE	.1	4,356
64	RESIDENTIAL	4000000 UNITS/ACRE	.1	4,356
65	RESIDENTIAL	5000000 UNITS/ACRE	.1	4,356
66	RESIDENTIAL	6000000 UNITS/ACRE	.1	4,356
67	RESIDENTIAL	7000000 UNITS/ACRE	.1	4,356
68	RESIDENTIAL	8000000 UNITS/ACRE	.1	4,356
69	RESIDENTIAL	9000000 UNITS/ACRE	.1	4,356
70	RESIDENTIAL	10000000 UNITS/ACRE	.1	4,356
71	RESIDENTIAL	12000000 UNITS/ACRE	.1	4,356
72	RESIDENTIAL	15000000 UNITS/ACRE	.1	4,356
73	RESIDENTIAL	20000000 UNITS/ACRE	.1	4,356
74	RESIDENTIAL	25000000 UNITS/ACRE	.1	4,356
75	RESIDENTIAL	30000000 UNITS/ACRE	.1	4,356
76	RESIDENTIAL	40000000 UNITS/ACRE	.1	4,356
77	RESIDENTIAL	50000000 UNITS/ACRE	.1	4,356
78	RESIDENTIAL	60000000 UNITS/ACRE	.1	4,356
79	RESIDENTIAL	70000000 UNITS/ACRE	.1	4,356
80	RESIDENTIAL	80000000 UNITS/ACRE	.1	4,356
81	RESIDENTIAL	90000000 UNITS/ACRE	.1	4,356
82	RESIDENTIAL	100000000 UNITS/ACRE	.1	4,356
83	RESIDENTIAL	120000000 UNITS/ACRE	.1	4,356
84	RESIDENTIAL	150000000 UNITS/ACRE	.1	4,356
85	RESIDENTIAL	200000000 UNITS/ACRE	.1	4,356
86	RESIDENTIAL	250000000 UNITS/ACRE	.1	4,356
87	RESIDENTIAL	300000000 UNITS/ACRE	.1	4,356
88	RESIDENTIAL	400000000 UNITS/ACRE	.1	4,356
89	RESIDENTIAL	500000000 UNITS/ACRE	.1	4,356
90	RESIDENTIAL	600000000 UNITS/ACRE	.1	4,356
91	RESIDENTIAL	700000000 UNITS/ACRE	.1	4,356
92	RESIDENTIAL	800000000 UNITS/ACRE	.1	4,356
93	RESIDENTIAL	900000000 UNITS/ACRE	.1	4,356
94	RESIDENTIAL	1000000000 UNITS/ACRE	.1	4,356
95	RESIDENTIAL	1200000000 UNITS/ACRE	.1	4,356
96	RESIDENTIAL	1500000000 UNITS/ACRE	.1	4,356
97	RESIDENTIAL	2000000000 UNITS/ACRE	.1	4,356
98	RESIDENTIAL	2500000000 UNITS/ACRE	.1	4,356
99	RESIDENTIAL	3000000000 UNITS/ACRE	.1	4,356
100	RESIDENTIAL	4000000000 UNITS/ACRE	.1	4,356

TOTAL ACRES: 100.00
TOTAL SQUARED FEET: 4,356,000

**SCHEMATIC DEVELOPMENT PLAN
RUSSELL RANCH**
CITY OF FOLSOM, CALIFORNIA



1
OF 2
MAY 1988

-151 agenda
1540 Whiterock R
Shingle Springs
CAA 95682
March 29, 1988

El Dorado County Board of
Supervisors
Placerville, CA

Dear Chairman Lowe, and Members,

At the suggestion of our District supervisor, Mr. Bob Dorr, the Tong Family of Clarksville requests time at the meeting of the board on Mar. 31, 1988, to explain our concerns about the El Dorado Hills Investor's Specific Plan's zoning of high density housing next to our land that is an Agricultural Preserve under the California Williamson Act. This policy is against the El Dorado County Plan, and the El Dorado Hills, Salmon Falls General Plan, of a few years ago, which is still in force. We have a short piece of adjoining fenceline with the property that belongs to Messrs Mansour and Hazbun. Patty Dunne, planner, has suggested this property would all better have been zoned Green Belt, at least to our Northwestern boundry. Will you please request such a change before accepting this part of the El Dorado Hills Specific Plan? We would be grateful to you for seeing that county policy be enforced here, on our behalf.

Mr. Dorr has explained that the board has decided to vote on the El Dorado Hills Specific Plan while excluding the problem of the Inter-change at Silva Valley and Highway 50, now.

Although we are not sure how such a conclusion could have been arrived at without any public input of concerned citizens, taxpayers and voters, we will be relieved to have it more thoroughly studied before accepting El Dorado Hills Investors' proposed site. We also cannot see why the fact that El Dorado County is to be the lead agency is a factor, if the agreement to be so was signed in the Summer of 1986. That, with the "agreement to develop", mentioned by Mr. Holliman, also came as a revelation of this whole project's approval long before getting into the formal stages of planning.

Sincerely,

Jess Tong
Arthur J. Tong
Miriam Tong
Gloria Tong

RECEIVED

MAR 29 1 25 PM '88

BOARD OF SUPERVISORS
EL DORADO COUNTY