

Missouri Flat Master Circulation and Financing Plan Phase II CEQA Addendum

1 INTRODUCTION AND PROJECT HISTORY

The El Dorado County (County) Board of Supervisors approved the Missouri Flat Master Circulation and Financing Plan (MC&FP) in December 1998. The MC&FP comprised a policy and action framework intended to relieve existing road deficiencies and create additional capacity for planned commercial development in the Missouri Flat Area. The MC&FP was approved to fund infrastructure (roadway) improvements within the Missouri Flat Area. The improvements would be funded through a variety of sources, including fees and taxes generated by retail development in the area. The MC&FP identified the following objectives:

- ▲ alleviate existing traffic congestion.
- ▲ create adequate capacity to meet the County General Plan level of service (LOS) policy.
- ▲ establish a vital commercial center in the County.
- ▲ improve the County's fiscal well-being.
- ▲ establish the framework for revenue collection that would fund specific improvements identified in the project site.
- ▲ widen portions of Missouri Flat Road.

Originally envisioned as one funding plan, the MC&FP was subsequently divided into two phases after the November 1998 passage of Measure Y, which excluded certain improvements identified in the plan. Approval of the initial phase of the MC&FP (Phase I) coincided with the approval of several commercial projects proposed for the project site, including a Walmart center, the El Dorado Villages Shopping Center, and Sundance Plaza (known as The Crossings). Since approval of these projects in 1998, several retail projects have been constructed in the Missouri Flat area, including the Walmart center and the El Dorado Villages Shopping Center.

MC&FP Phase I limited commercial development in the Missouri Flat area to about 733,000 square feet. When retail commercial buildout reached approximately 331,000 new commercial square feet, the County determined that the remaining retail commercial projects approved and proposed for the Missouri Flat area exceeded remaining Phase I capacity. In addition, the development exceeding the Phase I threshold required an updated evaluation of requisite transportation improvements, including an ultimate highway interchange solution at Missouri Flat Road. These two factors triggered implementation of MC&FP Phase II. The County completed a series of studies, including a real estate and initial financial feasibility analysis, transportation system analysis, and an engineering study addressing the U.S. Highway 50 (U.S. 50)/Missouri Flat Road interchange. In addition, the County completed the MC&FP Phase II fiscal impact analysis and draft public facilities financing plan. The current MC&FP Phase II project description is consistent with and incorporates information contained in these studies.

This document constitutes an addendum to the Final MC&FP EIR, adopted by the County Board of Supervisors (BOS) in 1998. This addendum is intended to evaluate and confirm CEQA compliance for the MC&FP Phase II, which would be a change relative to what is described and evaluated in the MC&FP EIR. This addendum is organized as a CEQA environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the certified MC&FP EIR and the El Dorado County General Plan EIR, and determine whether such changes

were or were not adequately covered in the certified environmental documents. This checklist is not the traditional CEQA Environmental Checklist, which is found in Appendix G of the CEQA Guidelines. As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in any new significant environmental impacts or an increase in the severity of previously identified significant effects when compared to the conclusions from the MC&FP EIR or the El Dorado County General Plan EIR. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162, 15163, 15164 and 15168, which address subsequent environmental review and tiering from program EIRs.

Further information regarding the determination of an addendum as the appropriate environmental documentation and details of the environmental analysis of MC&FP Phase II is provided in the following sections.

1.3 BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

This addendum to the MC&FP EIR analyzes Phase II in comparison to the significant impacts that were identified in the MC&FP EIR. As lead agency under the California Environmental Quality Act (CEQA), El Dorado County has determined that the proposed Phase II and other changes differ sufficiently from the scenario described in the MC&FP EIR for the adopted MC&FP to warrant consideration and discretionary approval. Based on the analysis included herein, the County has determined the appropriate CEQA document for consideration of these changes is an addendum, as defined in Section 15164 of the State CEQA Guidelines.

1.4 PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the MC&FP involved the preparation of the following documents that are relevant to the consideration of the project.

- ▲ Draft EIR for the Missouri Flat Area MC&FP and Sundance Plaza and El Dorado Villages Shopping Centers Project EIR (MC&FP EIR) (El Dorado County 1998), State Clearinghouse No. 97092074;
- ▲ Final EIR for the Missouri Flat Area MC&FP and Sundance Plaza and El Dorado Villages Shopping Centers Project EIR (MC&FP EIR) (El Dorado County 1998), State Clearinghouse No. 97092074;
- ▲ CEQA Findings of Fact and Statement of Overriding Considerations for the Missouri Flat Area MC&FP and Sundance Plaza and El Dorado Villages Shopping Centers Project, December 15, 1998, State Clearinghouse No. 97092074;
- ▲ Mitigation Monitoring and Reporting Program for the Missouri Flat Area MC&FP and Sundance Plaza and El Dorado Villages Shopping Centers Project, (El Dorado County 1998), State Clearinghouse No. 97092074; and
- ▲ El Dorado County General Plan Environmental Impact Report (El Dorado County 2003), May 2003, State Clearinghouse No. 2001082030.

1.5 CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes:

1. A subsequent environmental impact report (SEIR);
2. A supplement to an EIR; or,
3. An addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a Subsequent EIR would be prepared. In summary, when an EIR has been certified for a project, an SEIR shall not be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead or responsible agency may choose to prepare a supplement to an EIR rather than an SEIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

For purposes of Section 15162, “significant effect on the environment” means a substantial, or potentially substantial, adverse change in the environment (Public Resources Code Section 21069).

1.5.1 Addendum to an EIR

An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

The determination has been made that an Addendum to the EIR is the appropriate document to address changes to MC&FP Phase II. First, as discussed herein, none of the changes meet the criteria in Sections 15162 or 15163 for preparation of a Subsequent EIR or a Supplement to the EIR, respectively. Second, the changes addressed in this Addendum are limited to funding and the specific projects for which funding is pursued will be subject to independent review under CEQA. Retail development served by transportation projects funded through MC&FP will also be subject to independent review under CEQA.

2 PROJECT DESCRIPTION

2.3 PROJECT OVERVIEW

On May 22, 2012, the El Dorado County Board of Supervisors directed County staff to initiate MC&FP Phase II. Phase II involves providing a framework to fund any additional major improvements to the U.S. 50/Missouri Flat Road Interchange and adjacent arterial and collector roads needed to alleviate forecasted traffic congestion and facilitate additional commercial development in the Missouri Flat Road corridor. The project consists of two elements: MC&FP Phase II, which involves an update to the previous MC&FP, and the addition of proposed roadway improvements associated with projected future development in the MC&FP area. The study period of projected MC&FP Phase II land use development is from 2020 to 2040.

2.4 PROJECT LOCATION

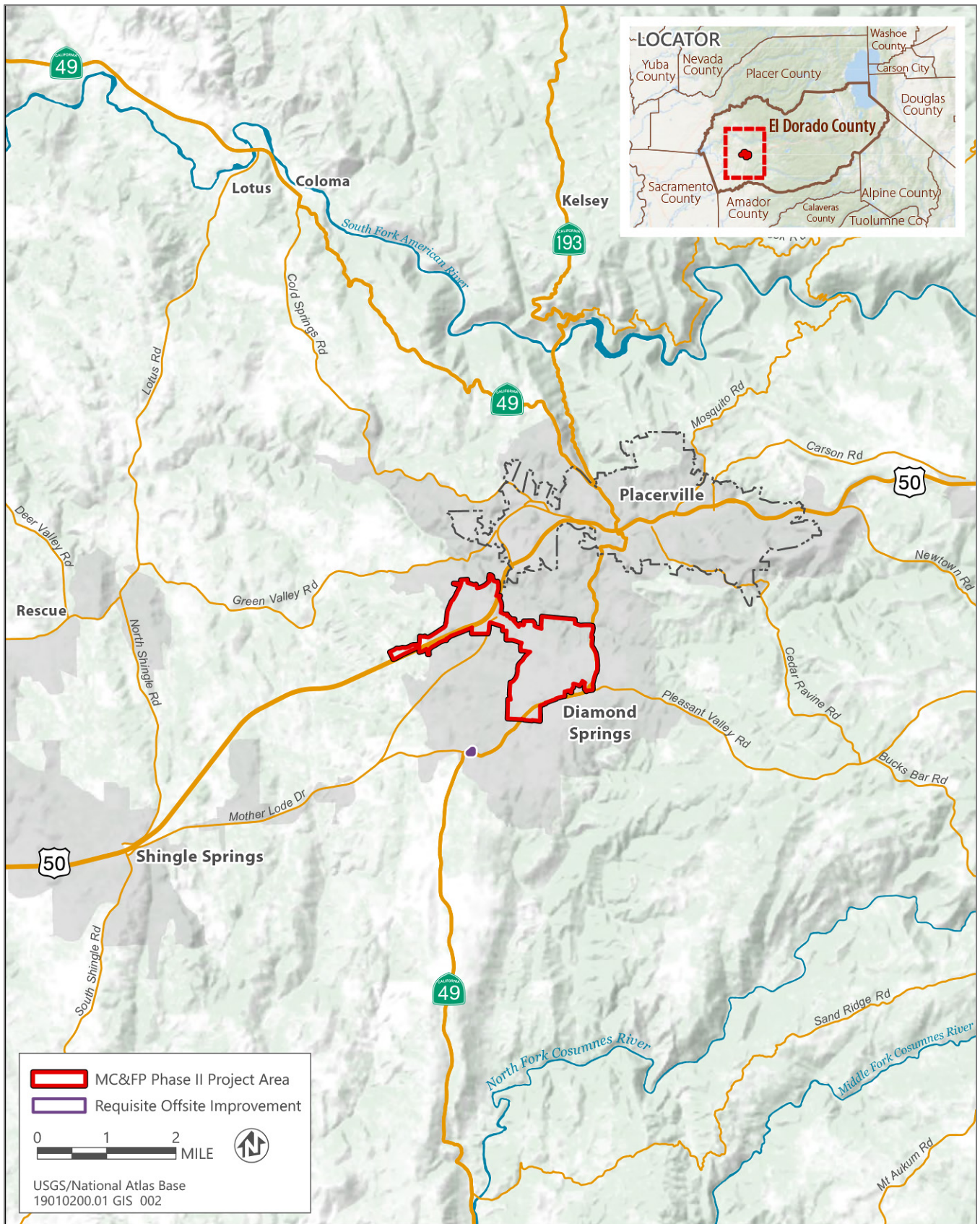
The project site is located in the foothills of the Sierra Nevada in western El Dorado County at the U.S. 50/Missouri Flat Road interchange (see Exhibit 2-1). The MC&FP Phase II project site, located in the unincorporated County west of the city of Placerville, has been a focal point for retail development over the past 20 years because of its geographic location in the center of the County and the availability of developable space. The project site boundary, defined as contiguous with MC&FP Phase I, encompasses nearly 5 square miles north and south of the U.S. 50/Missouri Flat Road interchange. See Exhibit 2-2 for the project site boundary. The project site is approximately 0.8 mile west of the Placerville City limits, between the El Dorado Road and the Forni Road/Placerville Drive interchanges.

2.5 EXISTING SETTING

The project site offers community-serving retail anchored by grocery, drug, and discount clothing stores. As part of the October 2015 retail market study completed for MC&FP Phase II, Economic & Planning Systems, Inc. (EPS) identified existing and proposed retail centers that are anticipated to be developed in the MC&FP area in two defined retail trade areas. The Primary Trade Area (PTA), which includes the project site and a significant portion of the County surrounding the project site, represents an area where a large percentage of customer patronage is expected to be drawn. The Secondary Trade Area (STA) represents an area where a smaller percentage of customer patronage is expected to be drawn. Centers both in and directly outside the PTA and STA were included to gain an overall understanding of the competitive market supply.

The PTA currently contains 10 local and community-serving retail centers totaling approximately 1.1 million square feet. Four of these centers, accounting for approximately 511,000 square feet, are located in the project site:

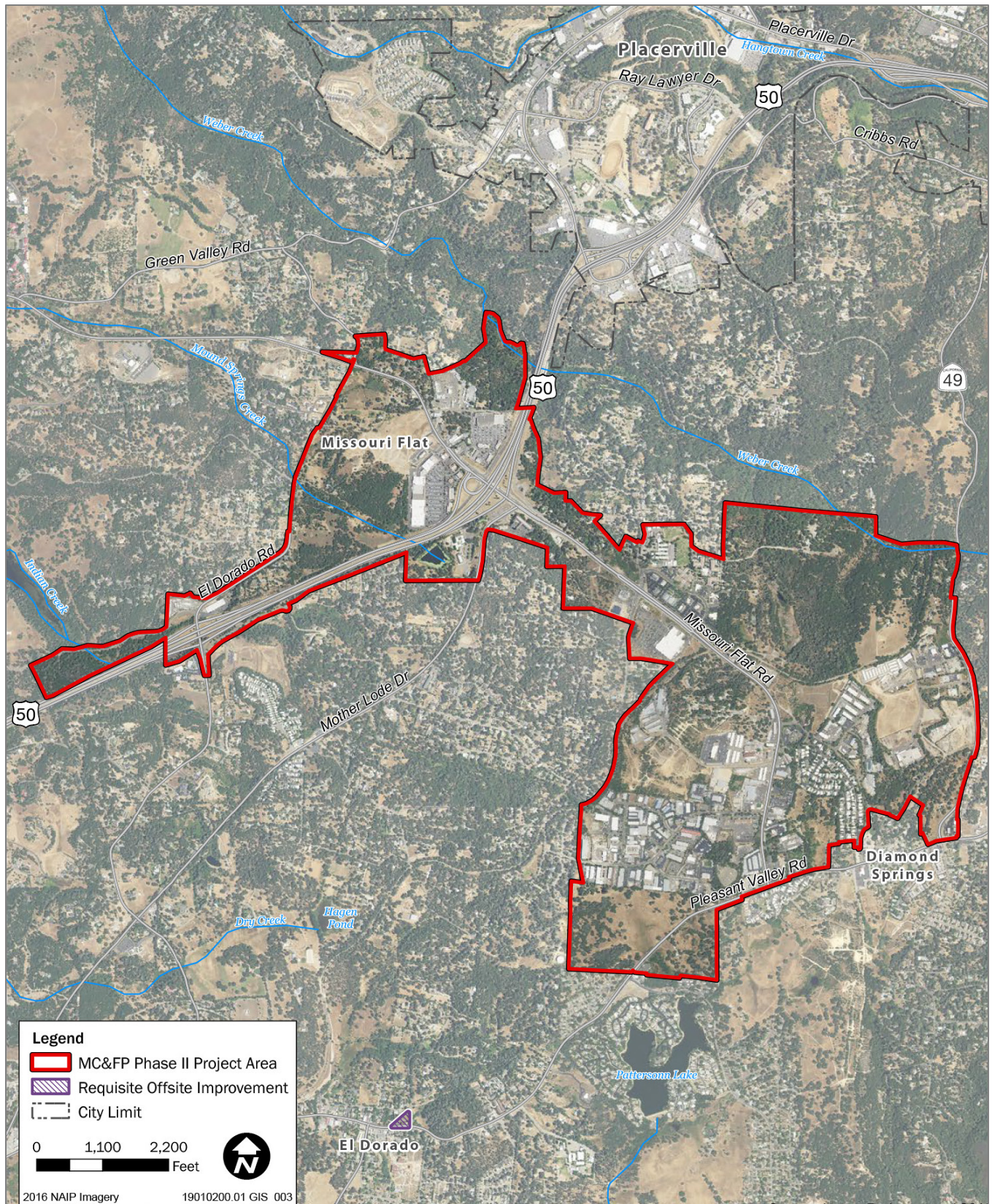
- ▲ Walgreens Center: approximately 15,000-square-foot pad housing a Walgreens pharmacy. A Goodwill location (approximately 20,000 square feet) is adjacent and was recently built.
- ▲ Missouri Flat Village: a 114,000-square-foot community center anchored by Safeway and T.J. Maxx
- ▲ Prospector's Plaza: a 231,000-square-foot community center featuring Save Mart, Ross, and a CVS pharmacy. This center also houses a current vacancy, the former Kmart store, which is proposed for a Target store.
- ▲ Walmart Center: a 131,000-square-foot Walmart store with a small fast-food restaurant adjacent to the site, located on Missouri Flat Road, south of U.S. 50.



Source: adapted by Ascent Environmental in 2020

Exhibit 2-1

Project Vicinity



Source: adapted by Ascent Environmental in 2020

Exhibit 2-2

Project Location

According to data obtained from County staff and stakeholder interviews, three community retail centers and one regional retail center are proposed for the PTA, all of which are located in the project site. One of the three community retail centers—the previously named Diamond Dorado Retail Center, located at the intersection of Missouri Flat Road and the proposed Diamond Springs Parkway (not yet constructed) has received zoning and general plan designation approvals, and could include approximately 241,500 square feet of community retail space. The second community retail center, Creekside Plaza, located at the intersection of Missouri Flat Road and Forni Road and proposed for 30,500 square feet of retail, received development approval in December 2019. The third proposed community retail center has not received development approval at the time of this study. This center is El Mirage Plaza, located at the southeastern quadrant of the El Dorado Road interchange and Runnymede Drive, proposed for approximately 120,600 square feet of retail and office uses.

The proposed regional retail center is known as The Crossings at El Dorado (formerly Sundance Plaza) and is bordered by Missouri Flat Road and Prospector's Plaza to the east and U.S. 50 to the south. This center was approved for 535,000 square feet of commercial development. The project applicant states that planned retail development will total approximately 362,000 square feet, plus approximately 134,000 square feet planned for hotels for a total proposed project of approximately 496,000 square feet.

2.6 FINANCIAL FEASIBILITY ANALYSIS SUMMARY

The real estate and initial financial feasibility analysis conducted for Phase II in October 2015 determined that the project area is well positioned to attract a substantial portion of the estimated consumer demand in the area. The report stated that while retail development in the project area will compete with other development in the County, the site characteristics of the project area give it a strong competitive edge in the PTA. These site characteristics include direct proximity to U.S. 50 off the Missouri Flat Road/U.S. 50 Interchange, providing convenient highway access to retail development; central location in the County, near the City of Placerville; and an existing retail base that may serve as a catalyst for drawing additional retail expenditures to the project area. The study estimated that the County experiences retail sales leakage, which is a sizeable retail gap where potential retail demand exceeds retail sales. The study concluded that, despite several advantages, additional retail development in the project area may be challenging to complete because of issues related to the site's topography, the size and low historical growth rate of the trade area (number of households), and a potentially lengthy and uncertain entitlement process.

An initial analysis of financial feasibility indicates new retail development falls within the range of feasibility under two infrastructure feasibility measurements, but current lease rates may not support new construction. The study's findings may indicate insufficient demand by 2035 for both additional approved projects in the project area; however, the Project Area may be able to support development of both approved projects if projected household growth exceeds the County's forecast or if the project area is able to capture a greater portion of trade area household income than estimated in the financial feasibility analysis.

2.7 PROJECT OBJECTIVES

Similar to Phase I, the MC&FP Phase II has the following goals:

- ▲ Support and expand the vital commercial center in El Dorado County;
- ▲ Improve the County's fiscal well-being;
- ▲ Establish the framework for revenue collection that will fund specific improvements identified for MC&FP Phase II;

- ▲ Allow for discretionary approvals of commercial development in the Missouri Flat area beyond the development threshold established for MC&FP Phase I; and
- ▲ Alleviate projected traffic congestion.

2.8 PROJECTED TRAFFIC CONDITIONS

The County's transportation subconsultant, Kittelson & Associates (Kittelson), completed several technical memoranda to summarize existing traffic conditions and provide future travel demand forecasting. County, Kittelson, and EPS staff met with the California Department of Transportation (Caltrans) on October 11, 2017, to discuss the future forecasts and to solicit input on the methodology, analysis, and results for the MC&FP Phase II project. The County and Caltrans provided input, and Kittelson addressed the comments and incorporated the feedback into the analysis. Technical Memo 1-6 addressed existing traffic analysis for the MC&FP Phase II Study area. Technical Memo 1-7 included future travel volume forecasts and analyzed future transportation conditions. The memo summarizes travel demand forecasting assumptions and methodologies used to develop traffic forecasts for 2035 and 2040. The analysis considers many factors, including future transportation improvement projects and future land development projects. The future transportation projects include Diamond Springs Parkway, which would include a new four-lane arterial roadway, and the widening of Missouri Flat Road between China Garden Road and Pleasant Valley Road (State Route 49 [SR 49]). Technical Memo 1-8 (Kittelson & Associates 2019) analyzes the future traffic conditions to identify potential deficiencies and to recommend improvements.

The LOS grading system indicates the quality of service motorists experience on roadway facilities, such as at intersections or along roadway segments. It provides a qualitative measure of the effect of various factors, including delay, vehicle speeds and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. LOS A through F cover the entire range of traffic operations that might occur. LOS A indicates little to no delay from the motorists' perspective, whereas LOS F indicates significant delays and queuing. LOS A through E generally represent traffic volumes less than or at roadway capacity, whereas LOS F represents overcapacity and/or forced flow conditions. El Dorado County General Plan Policy TC-Xd provides LOS standards as follows:

Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2 [of the General Plan]. The volume to capacity [V/C] ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table.

The project site is within a Community Region and the following three roadway segments in the project area are included in Table TC-2 [of the General Plan]:

Missouri Flat Road – U.S. Highway 50 to Mother Lode Drive [maximum V/C is 1.12 in Table TC-2]

Missouri Flat Road – Mother Lode Drive to China Garden Road [maximum V/C is 1.20 in Table TC-2]

Pleasant Valley Road – El Dorado Road to State Route 49 [maximum V/C is 1.28 in Table TC-2]

The traffic analysis indicates that eight of the 23 intersections studied are projected to operate at LOS F by 2040 without improvements. The future deficiencies include:

- ▲ Missouri Flat Road and U.S. 50 eastbound (EB) ramps
- ▲ Missouri Flat Road and Industrial Drive
- ▲ Missouri Flat Road and Enterprise Drive
- ▲ Pleasant Valley Road (SR 49) and Forni Road
- ▲ Pleasant Valley Road and SR 49 (west)

- ▲ Diamond Road and Diamond Springs Parkway (new intersection)
- ▲ El Dorado Road and U.S. 50 westbound (WB) ramps
- ▲ El Dorado Road and U.S. 50 EB ramps

A focused analysis was performed for the U.S. 50/Missouri Flat Road interchange. The analysis concluded that lane striping, signal phasing and timing modifications may provide for LOS D or better operations at all intersections without physical improvements through 2035. By 2040, physical improvements will be required to maintain an acceptable LOS. The physical improvements proposed as part of MC&FP Phase II are described below under 2.8.2

2.8.1 MC&FP Land Use Development (Phase I and Phase II)

MC&FP Phase I assumed the development of about 733,000 square feet of retail space through 2015. To date, approximately 331,000 square feet of retail has been developed as part of Phase 1, including the Walgreens, Missouri Flat Village, Walmart Center and an expansion of Prospector’s Plaza. There is approximately 401,000 square feet of remaining retail development capacity for Phase I. Phase I assumed that the retail development would generate revenues that would be applied towards specific roadway improvements. The revenues were assumed to be in the form of property taxes, traffic impact mitigation fees, sales taxes, and other means.

MC&FP Phase II is assumed to comprise an additional 768,000 square feet of major commercial and 242,000 square feet of minor commercial, with 378,000 square feet to be developed by 2040. The remaining capacity would be developed after 2040. Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1). The remaining capacity in Phase I has been incorporated into the projections for 2020 through 2040. These projections are consistent with the *El Dorado County General Plan* and within the County’s land use projections. Future development projects in this table would be subject to project-specific review under the California Environmental Quality Act (CEQA) before approval by the County.

Table 2-1 Missouri Flat Master Circulation and Financing Plan Phase II: Estimated Missouri Flat Project Site Land Uses (2017-2040)

Item	Land Use Projections ^[1]			
	Estimated Actuals*	2020	2035	2040
	2017			
Residential Uses	Units [2]			
Single-family	257	258	263	265
Multifamily	217	237	366	423
Total residential	474	495	629	688
Nonresidential Uses	Building Square Feet [2]			
Retail	766,980	808,114	1,049,335	1,144,796
Office ^[3]	161,708	168,872	209,746	225,461
Industrial	1,411,480	1,424,867	1,493,731	1,517,418
Total nonresidential	2,340,168	2,401,853	2,752,812	2,887,675

Sources: El Dorado County General Plan projections, amended June 2015, provided by El Dorado County; Kittelson & Associates; EPS

[1] 2017 land uses were provided by the County of El Dorado, utilizing GIS data dated April 2, 2018. Land uses for subsequent years calculated using the base 2017 land uses escalated by the average annual growth rate of general plan projections from 2010 through 2035 for each land use category.

[2] Total for each year indicated. Totals are not additive.

[3] Includes medical office.

* Estimated actuals, not projections.

2.8.2 Proposed Roadway Improvements Funded by the MC&FP Phase II

MC&FP Phase II would include previously identified and approved roadway improvements, as well as new projects. The projects included in the MC&FP EIR are the U.S. 50/Missouri Flat Road Interchange; Missouri Flat Road/Industrial Drive; Missouri Flat Road/Enterprise Drive; Diamond Springs Parkway; Headington Road Extension; and the U.S. 50/El Dorado Road Interchange. The Missouri Flat Road interchange project is expected to be modified from the previous design, based on the results of updated engineering studies. These revisions are discussed below. The following Phase II roadway improvements would be included:

U.S. 50/MISSOURI FLAT ROAD INTERCHANGE—PHASE 1C

This improvement is the last of three phases in the construction of the U.S. 50/Missouri Flat Road Interchange and includes riparian restoration and landscape improvements. It consists of a developing and implementing a plan to restore, maintain, and monitor native riparian vegetation and trees that were removed as part of the MC&FP Phase 1 construction. This improvement was originally included in Phase 1, during which a majority of the project was completed. The anticipated remaining costs are included as part of MC&FP Phase II.

U.S. 50/MISSOURI FLAT ROAD INTERCHANGE—PHASE 1B.2

This improvement is the Weber Creek Bridge to Placerville Drive portion of the class 1 bike and pedestrian path between Missouri Flat Road and Placerville Drive. It was originally included in Phase 1 and has largely been completed.

MISSOURI FLAT ROAD/INDUSTRIAL DRIVE

This project consists of Missouri Flat Road and Industrial Drive intersection improvements, including signalization, construction of turn lanes, minor realignment of Industrial Drive, and associated improvements. A small amount of work has been completed on these improvements, with the majority still remaining.

MISSOURI FLAT ROAD/ENTERPRISE DRIVE

This project consists of Missouri Flat Road and Enterprise Drive intersection improvements, including signalization, construction of turn lanes, and associated improvements. A small amount of work has been completed on these improvements, with the majority still remaining.

DIAMOND SPRINGS PARKWAY—PHASE 1A

The Diamond Springs Parkway is a future four-lane, divided roadway connecting Missouri Flat Road to State Route 49 (SR-49). Phase 1A consists of the realignment of SR-49/Diamond Road from Pleasant Valley Road to north of Lime Kiln Road. The roadway will be realigned to the west to create a frontage road for residents to the east that will include 12-foot lanes and 8-foot shoulders, as well as signal modifications at the Pleasant Valley Road/SR-49 intersection. This improvement was originally included in Phase 1, and is currently under construction.

DIAMOND SPRINGS PARKWAY—PHASE 1B

The Diamond Springs Parkway is a future four-lane, divided roadway connecting Missouri Flat Road to State Route 49 (SR 49). Phase 1B consists of construction of the new roadway (with curb, gutter, and sidewalks on both sides) from Missouri Flat Road east of Golden Center Drive to a new intersection with SR 49 south of

Bradley Drive. It includes signalization of intersections on Diamond Springs Parkway at Missouri Flat Road, Throwita Way, and SR-49. This improvement was originally included in Phase 1.

SR 49/FORNI ROAD

The SR 49/Forni Road project is a requisite offsite roadway improvement outside of the MC&FP Phase I boundary. It is not included in the 2019 CIP and is assumed to be funded entirely by MC&FP Phase II sources. It is part of the SR 49 realignment project and consists of intersection and signalization improvements at the SR 49/Forni Road intersection, as well as the relocation of Forni Road to the east side of the business located on the northeastern corner of the current intersection.

SR 49/PLEASANT VALLEY ROAD

The SR 49/Pleasant Valley Road project is not included in the 2019 CIP and is assumed to be funded entirely by MC&FP Phase II sources. It is part of the SR 49 realignment project and consists of signalization improvements at the SR 49/Pleasant Valley Road intersection and reconfiguring parking near the intersection. Work on this project has not yet begun.

HEADINGTON ROAD EXTENSION/MISSOURI FLAT ROAD WIDENING

This project consists of the extension of Headington Road in a northwest direction from Missouri Flat Road to El Dorado Road, as well as the widening of Missouri Flat Road from two to four lanes from Plaza Drive to Headington Road. The Headington Road extension would be a 2-lane arterial road including median, curb, gutter, sidewalk, intersection, and signalization improvements. This improvement was originally included in Phase 1. Some minor initial expenses have been incurred on this project, but the rest of the work is not projected to begin until 2030.

U.S. 50/EL DORADO ROAD INTERCHANGE PHASE 1

Phase 1 of the U.S. 50/El Dorado Road Interchange project includes signalization and widening of existing U.S. 50 ramps and minor widening and lane adjustments on El Dorado Road. This improvement was originally included in Phase 1. Some minor initial expenses have been incurred on this project, but the rest of the work is not projected to begin until 2029, with planning, design, engineering, and environmental mitigation work occurring in the first three years of the project time period from 2029 through 2040.

U.S. 50/EL DORADO ROAD INTERCHANGE PHASE 2

Phase 2 of the U.S. 50/El Dorado Road Interchange project includes construction of turn lanes and through traffic lanes at the interchange, construction of on/off ramps for U.S. 50, and either the widening of the existing El Dorado Road/U.S. 50 overcrossing or construction of a new overcrossing. Work on this project has yet to begin. It is assumed that planning, design, engineering, and environmental mitigation work will constitute 40 percent of the total costs and will occur in the first three years of the project time period. The remaining 60 percent of the costs will be for construction and will occur in the remainder of the time period.

U.S. 50/MISSOURI FLAT ROAD INTERCHANGE (ULTIMATE SOLUTION IMPROVEMENT)

The Missouri Flat Road Interchange project is not included in the 2019 CIP and is assumed to be funded entirely by MC&FP Phase II sources. It includes construction of an intersection with a diverging diamond overpass configuration, as well as the relocation of Mother Lode Drive to an intersection further south along Missouri Flat Road. This improvement reflects the ultimate interchange solution preferred by stakeholders and approved by the County BOS in November 2017. Work on this project is proposed to commence in 2029 with planning, design, engineering, and environmental mitigation work occurring in the first three years of the project time period from 2029 through 2040.

The Missouri Flat Road interchange improvements would likely include constructing a diverging diamond overpass configuration. The diverging diamond concept involves constructing two crossover intersections so that traffic would drive on the left side of the road across the overpass. This improvement would also include the relocation of Mother Lode Drive to an intersection further south along Missouri Flat Road. These improvements would be funded through the MC&FP. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge, which have already been constructed. The modifications to this project from what was proposed and approved in the MC&FP EIR are described below.

The U.S. 50 interchange at Missouri Flat Road was originally constructed in the 1970s. To accommodate increasing traffic demands, the interchange was reconstructed in 2008 (Phase 1) to include:

- ▲ Type L-1 configuration on both sides, including widening of Missouri Flat Road to six total lanes (four through and two left-turn) and providing multilane ramps for sufficient vehicle storage at ramp intersections;
- ▲ New overcrossing structure along Missouri Flat Road to accommodate additional lanes, Class 2 bicycle lanes, and sidewalks; and
- ▲ Flexibility to accommodate a future upgrade (Phase 2) of the interchange.

The County is reevaluating the configuration of Phase 2 from what was expected after approval of the MC&FP based on updated funding availability and changes in Caltrans policies. Caltrans standards have changed since Phase 1 was constructed. Standards on auxiliary lanes, including a requirement for a 300-foot minimum auxiliary lane and the accommodation of pedestrians and bicycles, have become more restrictive. In addition, the most updated Caltrans policies allow for a more expanded toolbox of interchange configurations, such as the diverging diamond configuration, which is the configuration recommended for Phase 2. The diverging diamond alternative would reconfigure Missouri Flat Road and the ramp intersections to a diverging diamond configuration. The overcrossing structure would be widened to accommodate six lanes on Missouri Flat Road. The existing park-and-ride lot would not require relocation. Mother Lode Drive could be either preserved or relocated, and as a result, two variations are considered for this configuration. If Mother Lode Drive remains, its access would be limited to right-in/right-out, and a design exception for intersection spacing to Mother Lode Drive would be required. Future design would be completed by the County and its consultants, and the interchange would be subject to its own project-level environmental evaluation under the CEQA and the National Environmental Policy Act (NEPA). The project design will ultimately be determined by engineering studies and under CEQA and NEPA evaluation, including evaluation of a project's impact on vehicle miles traveled (VMT),

2.9 REQUIRED ACTIONS

The project would require the following actions by the County:

- ▲ approve the CEQA environmental document for MC&FP Phase II. It should be noted that specific land use and transportation projects would be subject to their own project-level CEQA (and NEPA, as applicable) environmental analysis; and
- ▲ approve the changes to MC&FP Phase II, including the changes to the previously-approved roadway projects, the addition of the Phase II roadway improvement projects, and the modifications to the Missouri Flat Road interchange, as described above.

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3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the Missouri Flat Area MC&FP and Sundance Plaza and El Dorado Villages Shopping Centers Project EIR (MC&FP EIR) (El Dorado County 1998); in particular, this analysis focuses on whether any modifications to the proposed project would result in new significant impacts or more severe significant impacts than those identified in the certified EIR. Where appropriate, the discussions also reference analyses and findings from the El Dorado County General Plan EIR.

The row titles of the checklist include the full range of environmental topics addressed in the MC&FP EIR. However, the column titles of the checklist have been modified from the CEQA Guidelines Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162 regarding subsequent environmental review for projects already addressed in a certified EIR. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, rather, a “no” answer means that there is no change in the significance of the impact—including with previously adopted mitigation measures— compared to the conclusions in the previous MC&FP EIR. The purpose of each column of the checklist is described below.

3.1.1 Where Impact Was Analyzed

This column provides a cross-reference to the pages of the MC&FP EIR where setting information may be found relative to the environmental issue listed under each topic. It also includes impact numbers for the impact discussion in the MC&FP EIR relevant to each checklist question that pertain to the MC&FP Phase II Project.

3.1.2 Any Substantial Project Changes or New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

3.1.3 Any New Information Showing New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown

in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered “yes” requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered “no” and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

3.1.4 MC&FP Phase I EIR Impact Conclusion and MC&FP Phase II Impact Conclusions

This column restates the conclusions of the certified MC&FP EIR and whether it is expected that the previous conclusion would remain the same or change.

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation from the MC&FP EIR that may be required or that has already been implemented.

As noted above, this checklist evaluates the categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the MC&FP EIR. The MC&FP EIR separated impacts into three portions of the previous project description: the MC&FP, approval of The Crossings [Sundance Plaza], or approval of the El Dorado Villages Shopping Center. The MC&FP EIR also evaluated the effects of Phase 1 implementation of the MC&FP (year 2005), which included the development of The Crossings [Sundance Plaza] and El Dorado Villages Shopping Center, for specific environmental issues. This environmental checklist focuses on the MC&FP Phase II, as described in the Project Description. Therefore, the discussion of modifications to the proposed project focuses on implementation of the MC&FP, as outlined in Table 2-1, and construction and operation of the proposed roadway improvements funded by the MC&FP Phase II, as listed in section 2.6.2 of the project description. It does not address impacts related to elements of the MC&FP Phase I that have since been constructed.

3.2.2 MC&FP EIR Mitigation Measures

Applicable mitigation measures from the MC&FP EIR that would apply to the Phase II Project are listed under each environmental category.

3.2.3 Conclusion

A discussion of the conclusion relating to the need for additional environmental documentation for MC&FP Phase II is contained in each section.

3.3 CONCLUSION

As discussed in the checklist, the previously-discussed impacts in the MC&FP EIR would be similar under implementation of the MC&FP Phase II. As explained in the Project Description of this checklist, the MC&FP Phase I assumed the development of 733,000 square feet of retail development from approximately 2008 to 2015. Phase I assumed that the retail development would generate revenues that would be applied towards specific roadway improvements. MC&FP Phase II is assumed to comprise an additional 768,000 square feet of major commercial and 242,000 square feet of minor commercial, with 378,000 square feet to be developed by 2040 and the remaining capacity developed thereafter. These land use projections have been updated to 2040 for the MC&FP Phase II, and these projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be located in the same Plan Area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge, which have already been constructed. Therefore, impacts from implementation of Phase II would be similar to those identified in the MC&FP EIR. Following the analyses in this checklist, which discusses the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the Missouri Flat Area MC&FP EIR, it is determined that implementation of Phase II would not result in a new significant impact or a substantially more severe impact than disclosed in the MC&FP EIR.

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4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusion)
1. Aesthetics. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	N/A	N/A	N/A	N/A (Less than significant)
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	N/A	N/A	N/A	N/A (Less than significant)
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Draft EIR pp. 4.3-1 to 4.3-10 Impacts 4.3-1, 4.3-2, 4.3-3, 4.3-6, 4.3-7, 4.3-8	No	No	Less than significant and Significant and unavoidable (same)
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Draft EIR pp. 4.3-1 to 4.3-10 Impacts 4.3-12 and 4.3-13	No	No	Less than significant with mitigation and Significant and unavoidable (same)

4.1.1 Aesthetics Discussion

a) **Have a substantial adverse effect on a scenic vista?**

and

b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

MC&FP Phase I

The MC&FP Phase EIR described views in the MC&FP retail area and in the roadway improvement areas. In general, the MC&FP Area is characterized by rolling hills and a mix of existing vacant, rural, residential, commercial, and some light industrial and quasi-public uses. Some areas, primarily near Highway 50 and along Missouri Flat Road, are more intensively built with urban uses, with development intensity generally declining away from the highway and major arterials. Trees, fairly dense in some locations, provide both a scenic element and backdrop to urban and rural uses in the area, and also obscure some view of property or open land from major roadways. The MC&FP EIR did not specifically address scenic vistas. See the discussion under item c), below, for a discussion of changes to the existing visual character of the project site.

MC&FP Phase II

A list of the County's scenic views and resources is presented in Table 5.3-1 of the El Dorado County General Plan EIR (El Dorado County 2003; p.5.3-3). This list includes areas along highways where viewers can see large water bodies (e.g., Lake Tahoe and Folsom Reservoir), river canyons, rolling hills, forests, or historic

structures or districts that are reminiscent of El Dorado County's heritage. The closest areas to the project site that were identified as "Important Public Scenic Viewpoints" are Cold Springs Road, which has views of rolling hills and ridgelines, and westbound US 50 between the South Shingle Road/Ponderosa Road interchange and Greenstone Road. Greenstone Road is approximately 1.5 miles from the western edge of the project site near El Dorado Road. The project site and vicinity are not identified by the County as a scenic view or resource. The status of Highway 49 through El Dorado County has not changed since certification of the MC&FP EIR. The only portion of Highway 49 that is designated a State Scenic Highway is from the Yuba County line to the Yuba Summit in Sierra County.

The updated future land use projections for Phase II and the roadway improvements funded by Phase II would be located in the same project area as previously analyzed in the MC&FP EIR, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. It is not located adjacent to a State scenic highway or locally-designated scenic resources. Changes to the proposed roadway improvements include a change to the Missouri Flat Road/US 50 Interchange from a single point urban interchange to a preferred design of a diverging diamond concept. This would eliminate the previously-proposed auxiliary lanes from Missouri Flat Road to Forni Road and the widening of the Weber Creek Bridge. Overall, the magnitude of the visual changes would be reduced from the roadway improvements proposed in Phase I.

Conclusion

It is expected that the conclusion for Phase II would be less than significant because the project site does not contain designated scenic views and resources.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

MC&FP Phase I

Impact 4.3-1 in the MC&FP EIR addressed short-term visual changes from construction associated with retail development in the MC&FP Area. The EIR concluded the impact would be less than significant because construction changes would occur on relatively small areas and the magnitude of change in visual character from State Route 49, which was identified as a potential (but not yet designated) scenic highway, would not be substantial.

Impact 4.3-6 addressed long-term visual changes from the addition of retail projects in the MC&FP Area and determined that this would result in a significant impact because the addition of a large number of man-made structures would be considered negative. The EIR included Mitigation Measure 4.3-6 but determined that there were no feasible mitigation measures to reduce significant long-term visual impacts to a less-than-significant level with development of the MC&FP Future Retail because the impact is a consequence of the total visual change with the addition of 733,000 square feet of development on existing vacant or underutilized properties. This was determined to be a significant and unavoidable impact.

Impacts 4.3-2 and 4.3-3 in the MC&FP EIR addressed short-term visual changes from construction associated with the proposed roadway improvements and concluded the impact would be less than significant for several of the proposed improvements (portions of the Missouri Flat Road widening and the El Dorado Road/Highway 50 Interchange) but significant for the Missouri Flat Road/Highway 50 Interchange, portions of the widening of Missouri Flat Road, and the Headington Road extension as viewed from nearby homes. Similarly, Impacts 4.3-7 and 4.3-8 addressed long-term visual changes from the roadway improvements, with similar significance findings. The EIR determined there were no feasible mitigation measures to reduce these impacts, and they would be significant and unavoidable.

MC&FP Phase II

Potential visual changes from the project would be related to buildout of future residential, industrial, and retail and commercial development and from construction of the roadway improvements. Future development would occur primarily on properties that are vacant or underutilized and designated for

development in the El Dorado County General Plan. These properties are distributed throughout the project area, along with developed sites. Development would require site clearing and grading, followed by construction and operation of buildings.

The roadway improvements funded by Phase II would be located in developed areas that contain existing development, roadways, and US 50. Most of the roadway improvements would include changes to existing intersections that would not result in substantial changes to the visual character of the intersections. The Missouri Flat Road interchange would replace the existing interchange with a diverging diamond overpass configuration and relocate Mother Lode Drive to an intersection further south along Missouri Flat Road. The change in the preferred design for the Missouri Flat Road/Highway 50 Interchange from a single point urban interchange to a preferred design of a diverging diamond concept would eliminate the previously-proposed auxiliary lanes from Missouri Flat Road to Forni Road and the widening of the Weber Creek Bridge; it is expected that this change would reduce the magnitude of the visual changes associated with this improvement. The portions of the Missouri Flat Road widening that were previously determined to result in significant visual impacts are complete and not part of the Phase II roadway improvements. However, similar to the previously-proposed roadway improvements, the Headington Road extension would introduce a new roadway segment onto undeveloped parcels between Missouri Flat Road and El Dorado Road. This may result in a significant impact.

Conclusion

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, because the project would result in new roadway improvements and new buildings, the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

MC&FP Phase I

Impacts 4.3-12 and 4.3-13 in the MC&FP EIR addressed nighttime lighting from future retail development and select roadway improvements. The EIR concluded that the introduction of lighting from future retail development would be a significant impact because of an increase in atmospheric lighting and consequential reduction in clarity of nighttime stars. The EIR concluded that roadway improvements that resulted in the relocation of existing nighttime lighting sources would be less than significant but roadway improvements that occur in primarily undeveloped areas, such as the Headington Road extension, would result in a significant impact from the introduction of adverse additional sources of lighting from automobiles and new street lighting. The EIR included Mitigation Measure 4.3-12 but determined that there were no feasible mitigation measures to reduce significant nighttime lighting impacts to a less-than-significant level and these would be significant and unavoidable. No mitigation was identified for Impact 4.3-13.

MC&FP Phase II

The roadway improvements to be funded by Phase II would be located in developed areas that contain existing development with associated lighting, roadways, and US 50. Most of the roadway improvements would include changes to existing intersections. The Headington Road extension would introduce a new roadway segment onto undeveloped parcels between Missouri Flat Road and El Dorado Road. The Missouri Flat Road interchange would replace the existing interchange with a diverging diamond overpass configuration and relocate Mother Lode Drive to an intersection further south along Missouri Flat Road. Similar to the previously-proposed roadway improvements, the Headington Road extension would introduce a new roadway segment with new sources of lighting onto undeveloped parcels between Missouri Flat Road and El Dorado Road. This may result in a significant impact. This impact would be the same as identified in the MC&FP EIR.

Conclusion

The conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR and would remain significant and unavoidable for some elements of the project.

4.1.2 Aesthetics Mitigation Measures

Applicable mitigation measures from the MC&FP EIR that would apply to the Phase II Project include the following:

Mitigation Measure 4.3-6 Long-term Visual Changes (MC&FP Future Retail)

Design review is required by El Dorado County for individual retail projects within the MC&FP Area that front onto Highway 49 or have a -PD or -DC overlay; this design review will assist minimizing the long-term visual changes of the Future MC&FP Retail on an individual project basis.

Mitigation Measure 4.3-12 Nighttime Lighting (MC&FP Area)

Approval of any retail project in the MC&FP Area, Sundance Plaza [The Crossings], or El Dorado Villages Shopping Center, shall be subject to the following lighting standards:

- a) Any commercial, industrial, multi-family, civic, or utility project that proposes to install outdoor lighting shall submit plans for such lighting, to be reviewed by the Planning Director as part of a site plan review. If the project requires a design review, special use permit or development plan application, said lighting plan shall be included as part of that application, and shall be subject to approval by the approving authority.
- b) Lighting plans shall contain, as a minimum, the location and height of all light fixtures, the manufacturer's name and style of light fixture, and specifications for each type of fixture.
- c) All outdoor lighting shall conform to the following standards:
 1. Parking lot and other security lighting shall be top and side shielded to prevent the light pattern from shining onto adjacent property or roadways, excluding lights used for illumination of public roads.
 2. External lights used to illuminate a sign or the side of a building or wall shall be shielded to prevent the light from shining off of the surface intended to be illuminated. Bottom lighting shall be prohibited.
 3. Lights that shine onto a road in a manner which causes excessive glare and may be considered to be a traffic hazard shall be prohibited.
 4. Outdoor floodlights shall not be projected above the horizontal plane.
 5. Lighting of outdoor display area, including but not limited to vehicle sales and rental, and building material sales, shall be turned off within 30 minutes after the closing of the business. Security lighting, as approved by the Planning Director may remain on after the close of business.
 6. Outdoor lighting within the -DS, Scenic Corridor Design Review combining zone district, shall conform to the design standards.

4.1.3 Aesthetics Conclusion

The impact conclusions for Aesthetic Resources would be similar to the previous MC&FP EIR, with some visual resources impacts from roadway improvements significant and unavoidable, depending on the availability of mitigation.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
2. Agriculture and Forestry Resources. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Draft EIR Setting p. 4.2-13 Impact 4.2-9	No	No	Less than significant (same)
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Draft EIR Setting pp. 4.2-9 to 4.2-18 No impact discussion	N/A	N/A	N/A (No impact)
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Draft EIR Setting pp. 4.2-9 to 4.2-18 No impact discussion	N/A	N/A	N/A (No impact)
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Draft EIR Setting pp. 4.2-9 to 4.2-18 No impact discussion	N/A	N/A	N/A (No impact)
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Draft EIR Setting p. 4.2-13 Impact 4.2-9	No	No	N/A (No impact)

4.2.1 Agriculture and Forest Resources Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

MC&FP Phase I

Impact 4.2-9 in the MC&FP EIR addressed conversion of agricultural land and concluded that implementation would not result in the conversion of prime agricultural land to non-agricultural uses, because no prime agricultural soils, agricultural preserves, or General Plan-designated Agricultural Districts exist in the MC&FP Area. This was identified as a less-than-significant impact.

MC&FP Phase II

The project site does not contain prime agricultural land, as designated by the presence of “prime” soils, by the General Plan’s Agricultural District overlay designation, or by the presence of Williamson Act agricultural

preserves (El Dorado County 1998; p. 4.2-30). Therefore, project implementation would not result in the conversion of prime farmland to non-agricultural uses and this would be a less-than-significant impact.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR and would remain less than significant.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

MC&FP Phase I

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

The project site does not contain land zoned for agricultural use. Existing zoning designations include various residential, various commercial, industrial, and transportation corridor designations, along with overlays including planned development and design control (El Dorado County 2010). The project site does not contain parcels under a Williamson Act contract. Project implementation would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

Conclusion

It is expected that the no conflicts would occur with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

MC&FP Phase I

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

The project site does not contain land zoned Forest Resource or Timber Production. Existing zoning designations include various residential, various commercial, industrial, and transportation corridor designations, along with overlays including planned development and design control (El Dorado County 2010). The site does not include forest land. Project implementation would not result in conflicts with existing zoning for forest land or timberland, and no impact would occur.

Conclusion

It is expected that the no conflict would occur with existing zoning of forest land, timberland, or timberland zoned Timberland Production in the Plan Area.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

See the discussion for Checklist item 4.2(c), above.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

See the discussions for 4.2(b) and (c), above.

4.2.2 Agriculture and Forest Resources Mitigation Measures

No mitigation measures were necessary to address agricultural and forest resources impacts.

4.2.3 Agriculture and Forest Resources Conclusion

The impact conclusions for Agriculture and Forest Resources would be similar to the MC&FP EIR, and these would be less-than-significant impacts.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	Draft EIR pp. 4.5-4 to 4.5-12 Impacts 4.5-5 and 4.5-9	No	No	Significant and unavoidable (regional operational emissions) Less than significant (local mobile source) (same)
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Draft EIR pp. 4.5-4 to 4.5-12 Impacts 4.5-5 and 4.5-9	No	No	Significant and unavoidable (regional operational emissions) Less than significant (local mobile source) (same)
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Draft EIR pp. 4.5-4 to 4.5-12 Impacts 4.5-5 and 4.5-9 Cumulative Impacts 5-10 and 5-11	No	No	Significant and unavoidable (same)
d. Expose sensitive receptors to substantial pollutant concentrations?	Draft EIR pp. 4.5-7 Impact 4.5-12	No	No	Less than significant with mitigation (same)
e. Create objectionable odors affecting a substantial number of people?	Draft EIR p. 4.5-15 (no impact discussion)	No	No	N/A (Less than significant with mitigation)

4.3.1 Air Quality Discussion

Since certification of the EIR, a California Supreme Court decision has resulted in changes to CEQA with regard to the effects of existing environmental conditions on a project’s future users or residents. The effects of the environment on a project are generally outside the scope of CEQA unless the project would exacerbate these conditions, as concluded by the California Supreme Court (see California Building Industry Association v. Bay Area Air Quality Management District [2015] 62 Cal.4th 369, 377 [“we conclude that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project’s future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users.”]). Changes to the CEQA Guidelines were adopted in December 2018. As noted in the Bay Area Air Quality Management District’s revised CEQA thresholds of significance, local agencies are not precluded from considering the impact of locating new development in areas subject to existing environmental hazards; however, CEQA cannot be used by a lead agency to require a developer or other agency to obtain an EIR or implement mitigation measures solely because the occupants or users of a new project would be subjected to the level of emissions specified. However, a discussion of this issue is included herein for disclosure purposes.

Further, since certification of the EIR, the California Supreme Court issued its decision in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (herein referred to as the Friant Ranch Case). The Court reviewed the air quality analysis prepared for the Friant Ranch Development Project in unincorporated Fresno County, and concluded the analysis was deficient in its informational discussion of air quality impacts as they contribute to adverse human health outcomes. While the Friant EIR identified significant and unavoidable regional air quality impacts, the EIR did not “include sufficient detail to enable those who did not participate in its preparation to understand and to consider meaningfully the issues the proposed project raises” nor “make a reasonable effort to substantively connect a project’s air quality impacts to likely health consequences.” In response to the Friant Ranch Case, emissions of air pollutants and the potential adverse health effects related to exposure their exposure are discussed below.

Also, since certification of the EIR, the U.S. Environmental Protection Agency (EPA) adopted a more stringent 8-hour ozone standard in 2015 (2015 standard) to the national ambient air quality standards (NAAQS). In recognition of extensive scientific evidence and in alignment with the California ambient air quality standards (CAAQS), EPA classifies geographical areas as in attainment for ground-level ozone concentrations of less than or equal to 0.070 parts per million (ppm) averaged over an 8-hour period. The 2015 standard supersedes the 2008 8-hour standard of 0.075 ppm (EPA 2019a). When the EIR was certified, the project area was in severe nonattainment for the previous 1997 8-hour standard of 0.080 ppm; however, at the time of writing this addendum, the Sacramento Metropolitan Area (including the portion of El Dorado County in the Mountain Counties Air Basin [MCAB]) was in moderate nonattainment for the relevant 2015 8-hour ozone NAAQS (EPA 2019b).

Since the certification of the EIR, the federal government has passed Part one of the Safer Affordable Fuel Efficient (SAFE) Rule which amends the existing Corporate Average Fuel Economy (CAFE) Standards. See Section 4.7 for more detail pertaining to the implications of the SAFE Rule on emissions of air pollutants and greenhouse gases.

Since the certification of the EIR, the El Dorado County Air Quality Management District (EDCAQMD) has updated its CEQA guidance as it pertains to evaluating air quality impacts. According to EDCAQMD’s Guide to Air Quality Assessment, a project resulting in construction or operational emissions of reactive organic gases (ROG) and/or oxides of nitrogen (NO_x) in exceedance of 82 pounds per day (lb/day) would cause a significant adverse impact on air quality in the Sacramento Region. ROG and NO_x are precursor emissions to the formation of ground-level ozone, for which the portion of El Dorado County in the MCAB is in nonattainment for the NAAQS and CAAQS. For other criteria pollutants (i.e., carbon monoxide [CO], respirable particulate matter [PM₁₀], sulfur dioxide [SO₂], nitrogen dioxide [NO₂], sulfates, lead, and hydrogen sulfide), a project is considered to have a significant impact on air quality if it will cause or contribute significantly to a violation of the applicable NAAQS or CAAQS (EDCAQMD 2002).

See the discussion below under checklist Section 4.7 for a discussion of regulatory changes related to greenhouse gas emissions.

a) Conflict with or obstruct implementation of the applicable air quality plan?

MC&FP Phase I

Impact 4.5-1 in the MC&FP EIR concluded that grading and construction activities associated with retail development, roadway improvement, and infrastructure improvements for Phase 1 (through Year 2005) and Phase 2 (through Year 2015) would generate emissions in exceedance of EDCAQMD’s short-term, construction thresholds of significance for ROG, NO_x, and PM₁₀. As such, it would be expected that unmitigated construction emissions of ROG, NO_x, and PM₁₀ could result in adverse human health impacts associated with acute and chronic exposure to ground-level ozone and PM₁₀ including coughing; acute respiratory distress; irritation of the eyes, lungs, and throat; exacerbation of an existing cardiovascular or respiratory illness; depressed immune function; cancer; and in extreme cases, death. Application of Mitigation Measure 4.5-1 would lessen this impact but would not be sufficient to reduce the impact to a less-

than-significant level; therefore, the project's construction emissions could contribute to the development of the previously identified human health impacts.

Impact 4.5-4 in the MC&FP EIR concluded that retail development and roadway improvements assumed in the MC&FP would generate stationary and mobile source emissions associated with retail use that would exceed EDCAQMD applicable thresholds for ROG, NO_x, and CO and would contribute to the region's existing non-attainment status for ozone and PM₁₀. This was identified as a significant impact for Phase 1 (through Year 2005). Impact 4.5-5 in the MC&FP EIR concluded that operation of Phases 1 and 2 (through Year 2015) would generate significant emissions of ROG, CO, NO_x, PM₁₀, and SO_x that would contribute to the nonattainment or attainment status of the MCAB. Similar to construction emissions, operational emissions of the MC&FP would contribute a level of emissions that could result in adverse human health outcomes associated with exposure to criteria air pollutants in exceedance of the NAAQS and CAAQS. While, implementation of Mitigation Measures 4.5-4 and 4.5-5 would reduce the magnitude of these impacts, they would remain significant and unavoidable and could result in adverse health effects.

Impacts 4.5-8 and 4.5-9 in the MC&FP EIR stated that retail development would generate vehicle emissions that could create areas of elevated CO concentrations, or "hot spots" near congested intersections. It was determined that no exceedances of the NAAQS or CAAQS would occur at modeled intersections in the MC&FP Area, and this was considered a less-than-significant impact.

MC&FP Phase II

El Dorado County is located within the MCAB, which contains Nevada, Sierra, Plumas, Amador, Calaveras, Tuolumne, and Mariposa counties and a portion of El Dorado and Placer counties. California air basin boundary designations generally cover areas that share similar meteorological and geographic conditions. The MCAB includes both the western and eastern slopes of the Sierra Nevada Mountains, including much of the Sierra foothills. The area covered is approximately 11,000 square miles. EDCAQMD manages air quality for attainment and permitting purposes within the west slope portion of El Dorado County.

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. It is expected that air quality impacts related to stationary and mobile source emissions that could exceed EDCAQMD's thresholds would be similar to those previously discussed in the MC&FP EIR. Mitigation Measures 4.5-1 and 4.5-5 (which would apply to Phase II) would be required to reduce the magnitude of this impact related to stationary and mobile source emissions from the implementation of retail uses and roadway improvements.

Notably, as discussed in Section 4.16, "Transportation/Traffic," of this addendum, the proposed roadway improvements proposed under Phase II of the MC&FP would result in improved traffic flow and levels of service (LOS). In its Technical Advisory document, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways*, the California Air Resources Board (CARB) indicates that the best solution to reducing mobile-source emissions of air pollutants is to reduce traffic on roadways (CARB 2017). It would be expected, then, that the transportation improvements proposed for Phase II would result in fewer emissions of air pollutants as compared to the original MC&FP.

Also, as compared to the land use pattern and transportation improvements proposed in the MC&FP EIR, Phase II would be smaller in size thus resulting in less land use disturbance, less construction equipment, and fewer operational sources of criteria air pollutants.

Conclusion

Because of Phase II's size, coupled with the improved transportation pattern achieved by the roadway improvements under Phase II, Phase II's contribution of construction- and operation-related air pollutants would be less than the MC&FP and would therefore be expected to contribute less to potential adverse human

health outcomes. Nonetheless, Mitigation Measures 4.5-1 and 4.5-5 would be required to reduce the magnitude of the impact related to stationary and mobile source emissions from the implementation of retail uses and roadway improvements, but it is expected that this impact would remain significant and unavoidable.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

See the discussions for 4.3(a), above.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

MC&FP Phase I

Cumulative Impacts 5-10 and 5-11 addressed the MC&FP's contribution to cumulative construction emissions and regional operational emissions, respectively. Construction emissions and regional operations emissions were considered significant cumulative impacts. The EIR determined that mitigation measures would substantially lessen the contribution of construction activities associated with retail development and roadway improvements assumed in the MC&FP, but the construction impact would remain significant and unavoidable. Similarly, the EIR determined that mitigation measures would reduce the contribution of retail development to regional operational emissions, but significant and unavoidable cumulative impacts would occur.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. It is expected that the cumulative impacts identified in the MC&FP EIR would be similar or less.

d) Expose sensitive receptors to substantial pollutant concentrations?

MC&FP Phase I

Impact 4.5-12 in the MC&FP EIR addressed the exposure of sensitive receptors to toxic air contaminants (TACs) from the establishment of retail uses in the MC&FP Area. The EIR stated that, although the precise number and type of potential sources of TACs are not known, they could include uses such as gasoline stations and dry-cleaning establishments. This was identified as a significant impact. The EIR included Mitigation Measures 4.5-12, 4.5-13, and 4.5-14, which required the implementation of Mitigation Measure 4.5-4 and the preparation of a health risk assessment for point sources that have the potential to emit toxic air contaminants. The EIR concluded that implementation of these mitigation measures would reduce the impacts to less than significant.

MC&FP Phase II

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, because the project would result in similar new roadway improvements and new buildings, it is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR.

Conclusion

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. It is expected that impacts related to TACs would be less than significant with implementation of the previously-identified mitigation measures.

e) Create objectionable odors affecting a substantial number of people?**MC&FP Phase I**

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

Impact 5.11-5 in the El Dorado County General Plan EIR addresses Odorous Emissions. The EIR states that development under the General Plan could result in the exposure of sensitive receptors to odorous emissions that exceed the standards. This was identified as a significant impact in the General Plan EIR. Mitigation Measure 5.1-3(b) from the General Plan EIR would require development project be located and designed in a manner that avoids adjacent incompatible land uses. In addition, the Missouri Flat Design Guidelines were prepared in 2008 and initially adopted on June 3, 2008 (Resolution No. 134-2008). The Guidelines were revised in May 2017 and adopted by the Board of Supervisors on April 24, 2018 (Resolution 074-2018). The guidelines provide property owners and project architects with a clear understanding of the design elements that are desired for development projects with the Guidelines study area and work in conjunction with the El Dorado County General Plan and Ordinance Code (El Dorado County 2018). The General Utilities Guideline 2 requires the placement of noise and odor generating functions and trash enclosures away from adjacent parcels where they may create a nuisance. Implementation of General Plan EIR Mitigation Measure 5.1-3(b) and adherence to the Missouri Flat Design Guidelines would reduce this impact to a less-than-significant level.

Conclusion

Future development under the General Plan would result in a potentially significant odor impact, similar to Impact 5.1-5 in the General Plan EIR. Implementation of Mitigation Measure 5.1-3(b) and adherence to the *Missouri Flat Design Guidelines* would be adequate to reduce this impact to a less-than-significant level.

4.3.2 Air Quality MC&FP EIR Mitigation Measures

Applicable air quality mitigation measures from the MC&FP EIR that would apply to the Phase II Project include the following:

Mitigation Measure 4.5-1: Phase 1 (Year 2005) or Phase 2 (through Year 2015) Short-term Grading and Construction Air Quality Impacts (MC&FP Area)

Project applicants for retail development and roadway improvements projects in the MC&FP Area, and applicants for Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center projects, shall implement the following measures, including compliance with applicable El Dorado County APCD rules and regulations, as applicable during grading and construction periods:

- a) Comply with El Dorado County APCD Rule 223 (Fugitive Dust), as required by the Air Pollution Control Officer. Compliance may include, but is not limited to, implementation of the following measures:
 - ▲ Application of water or suitable chemicals or other specified covering on material stockpiles, wrecking activity, excavation, grading, sweeping, clearing of land, solid waste disposal operations, or construction or demolition of buildings or structures (all exposed soil shall be kept visibly moist during grading);

- ▲ Installation and use of hoods, fans and filters to enclose, collect, and clean the emissions of dusty materials;
 - ▲ Covering or wetting at all times when in motion of open-bodied trucks, trailers or other vehicles transporting materials which create a nuisance by generating particulate matter in areas where the general public has access.
 - ▲ Application of asphalt, oil, water or suitable chemicals on dirt roads;
 - ▲ Paving of public or commercial parking surfaces;
 - ▲ Removal from paved streets and parking surfaces of earth or other material which has a tendency to become airborne;
 - ▲ Alternate means of control as approved by the Air Pollution Control Officer.
- b) Use only low-emission mobile construction equipment (e.g., tractor, scraper, dozer, etc.).
- c) Maintain construction equipment engines in proper operating condition.
- d) Develop and implement construction activity management techniques, such as extending construction period, reducing number of pieces used simultaneously, increasing distance between emission sources, reducing or changing hours of construction, and scheduling activity during off-peak hours.
- e) Comply with El Dorado County APCD Rule 224 (Cutback and Emulsified Asphalt Paving Materials).
- f) Comply with El Dorado County APCD Rule 215 pertaining to architectural coatings.
- g) Obtain permission from the APCD and/or the local fire agency prior to burning of wastes from land development clearing, depending upon the time of year the burning is to take place. Only vegetative waste materials may be disposed of using an outdoor fire.

Mitigation Measure 4.5-4: Phase 1 (Year 2005) Regional Operational Emissions (MC&FP Area)

In addition to compliance with all applicable rules and regulations of the El Dorado County APCD, project applicants for retail development and roadway improvement projects in the MC&FP Area, and applicant for Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center projects, shall implement the following measures, as applicable, to the extent allowable under state law:

- a) Proponents of individual point source emissions, such as gas stations or dry cleaners, shall submit authority-to-construct applications to the APCD prior to the construction or installation of such facilities. Such applications are required to include facility diagrams, proposed equipment specifications, and emission factors.
- b) Design the site to maximize access to existing transit lines.
- c) Construct lighted transit shelters and/or multimodal transfer stations for transit users.
- d) Design and implement “shop by telephone” or “shop by computer” services.

Mitigation Measure 4.5-5: Phases 1 and 2 (Through Year 2015) Regional Operation Emission (MC&FP Area)

Implement Mitigation Measure 4.4(a) through (d). No further mitigation measures are available.

Mitigation Measure 4.5-12: Exposure of Sensitive Receptors to Toxic Air Contaminants (MC&FP Area)

Implementation of the following mitigation measures would reduce this impact to a less-than-significant level:

- a) Implement Mitigation Measure 4.5-4(a)
- b) Applicants for authority-to-construct from the El Dorado County APCD shall prepare a health risk assessment for point sources that have the potential to emit toxic air contaminants. Resultant health risks shall not exceed the APCD's thresholds for cancer and non-cancer risks.

El Dorado County General Plan Mitigation Measure 5.1-3(b)

Require development projects to be located and designed in a manner that avoids adjacent incompatible land uses.

4.3.3 Air Quality Conclusion

The impact conclusions for Air Quality would be similar to the MC&FP EIR, and project-specific and cumulative impacts related to regional operational emissions would be significant and unavoidable. Impacts related to local mobile sources would be less than significant. Impacts related to odorous emissions would be reduced to a less-than-significant level with implementation of El Dorado General Plan Mitigation Measure 5.1-3(b) and adherence to the Missouri Flat Design Guidelines.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
4. Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Draft EIR pp. 4.9-1 to 4.9-7 Impacts 4.9-2, 4.9-3, 4.9-5, 4.9-6, 4.9-7, 4.9-8, 4.9-9, 4.9-10	No	No	Less than significant, Less than significant with mitigation, and Significant and unavoidable (same)
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Draft EIR pp. 4.9-1 to 4.9-7 Impacts 4.9-1, 4.9-2, 4.9-3, 4.9-5, 4.9-6, 4.9-7, 4.9-9, 4.9-10	No	No	Less than significant, Less than significant with mitigation, and Significant and unavoidable (same)
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Draft EIR pp. 4.9-1 to 4.9-7 Impact 4.9-10	No	No	Less than significant with mitigation (same)
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Draft EIR pp. 4.9-1 to 4.9-7 Impacts 4.9-8, 4.9-9, 4.9-10	No	No	Less than significant with mitigation (same)
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Draft EIR pp. 4.9-1 to 4.9-7 Impact 4.9-9	No	No	Short-term significant and unavoidable (same)
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	N/A No impact discussion	N/A	N/A	N/A (no impact)

4.4.1 Biological Resources Discussion

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

MC&FP Phase I

Impacts 4.9-2, 4.9-3, 4.9-5, 4.9-6, 4.9-7, 4.9-8, 4.9-9, and 4.9-10 in the MC&FP EIR addressed potential effects of development in the MC&FP Area on special-status plants and animals and their associated

habitat. The EIR determined that project implementation would have a less-than-significant impact on yellow-legged frog, western pond turtle, yellow-breasted chat, tallow warbler, tricolored blackbird, and burrowing owl. It was also determined that potential loss of habitat for special-status plants would be a less-than-significant impact because suitable habitat was not present in the project study area.

The EIR concluded that project implementation would have potentially significant impacts on California Red-legged frog and Valley Elderberry Longhorn Beetle (VELB). Mitigation Measure 4.9-2 was included in the EIR to address potential impacts on red-legged frog, but it was determined this impact would be potentially significant and unavoidable if California red-legged frogs are located during surveys because of the possibility that adult frogs and larvae could be killed during construction grading. Mitigation Measure 4.9-3 was included in the EIR to address potential impacts on VELB; however, this impact was identified as potentially significant and unavoidable if elderberry shrubs cannot be avoided.

The EIR also determined that project implementation would have a significant impact on active raptor nests, oak woodland, and jurisdictional waters of the United States, including wetlands. Mitigation Measures 4.9-8 and 4.9-10 were included in the EIR to address raptor nest disturbance and loss of jurisdictional waters of the US, respectively. The EIR determined that implementation of these mitigation measures would reduce the magnitude of these impacts to a less-than-significant level.

MC&FP Phase II

The changes to the project from Phase I include a change in the preferred design of the Missouri Flat Road/Highway 50 interchange. Several of the previously-identified roadway improvements have been constructed since preparation of the MC&FP Phase I EIR. The roadway improvements funded by Phase II would be located in developed areas that contain existing development, roadways, and US 50. Most of the roadway improvements would include changes to existing intersections that would not result in substantial changes to the visual character of the intersections. The Missouri Flat Road interchange would replace the existing interchange with a diverging diamond overpass configuration and relocate Mother Lode Drive to an intersection further south along Missouri Flat Road. The change in the preferred design for the Missouri Flat Road/Highway 50 Interchange from a single point urban interchange to a preferred design of a diverging diamond concept would eliminate the previously-proposed auxiliary lanes from Missouri Flat Road to Forni Road and the widening of the Weber Creek Bridge; it is expected that this change would reduce the magnitude of impacts to biological resources because of the reduction in the project area, including the elimination of the Weber Creek Bridge. Similar to the previously-proposed roadway improvements, the Headington Road extension would introduce a new roadway segment onto undeveloped parcels between Missouri Flat Road and El Dorado Road.

Conclusion

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, because the project would result in new roadway improvements and new buildings, it is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

MC&FP Phase I

As discussed above under item a), Impacts 4.9-2, 4.9-3, 4.9-5, 4.9-6, 4.9-7, 4.9-8, 4.9-9, and 4.9-10 in the MC&FP EIR addressed potential effects of development in the MC&FP Area on special-status plants and animals and their associated habitat. In addition, Impact 4.9-1 addressed habitat that supports common

plant and wildlife species not considered sensitive by CDFG, USFWS, or El Dorado County. This was identified as a less-than-significant impact. The EIR determined that project implementation would have a significant impact on oak woodland and jurisdictional waters of the United States, including wetlands. Mitigation Measures 4.9-8 and 4.9-10 were included in the EIR to address raptor nest disturbance and loss of jurisdictional waters of the US, respectively. The EIR determined that implementation of these mitigation measures would reduce the magnitude of these impacts to a less-than-significant level.

MC&FP Phase II

The roadway improvements to be funded by Phase II would be located in developed areas that contain existing development with associated roadways and US 50. Most of the roadway improvements would include changes to existing intersections. The Headington Road extension would introduce a new roadway segment onto undeveloped parcels between Missouri Flat Road and El Dorado Road. The Missouri Flat Road interchange would replace the existing interchange with a diverging diamond overpass configuration and relocate Mother Lode Drive to an intersection further south along Missouri Flat Road. Similar to the previously-proposed roadway improvements, the Headington Road extension would introduce a new roadway segment onto undeveloped parcels between Missouri Flat Road and El Dorado Road. This impact would be significant and Mitigation Measures 4.9-8 and 4.9-10 would be required.

Conclusion

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, because the project would result in new roadway improvements and new buildings, it is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR. Mitigation Measures 4.9-8 and 4.9-10 would be required, and implementation of these mitigation measures would be expected to reduce impacts to a less-than-significant level.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

MC&FP Phase I

See the discussion under Checklist item 4.4(b), above.

MC&FP Phase II

See the discussion above, under Checklist item 4.4(b).

Conclusion

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These improvements are located at an existing intersection bounded by existing business and residential uses. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, because the project would result in new roadway improvements and new buildings, it is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR. Mitigation Measure 4.9-10 would be required, and implementation of this mitigation measure would be expected to reduce this impact to a less-than-significant level.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

MC&FP Phase I

Impacts 4.9-9 and 4.9-10 in the MC&FP EIR addressed potential effects of development in the MC&FP Area on oak woodland habitat and jurisdictional waters of the U.S. The EIR determined that project implementation would have a significant impact on active raptor nests, oak woodland, and jurisdictional waters of the United States, including wetlands. Mitigation Measures 4.9-8 and 4.9-10 were included in the EIR to address raptor nest disturbance and loss of jurisdictional waters of the US, respectively. The EIR determined that implementation of Mitigation Measure 4.9-9 would result in a long-term less-than-significant impact, but the short-term impact from loss of oak woodland would be significant and unavoidable. The EIR determined that implementation of Mitigation Measure 4.9-10 would reduce impacts on wetlands to a less-than-significant level.

MC&FP Phase II

The roadway improvements to be funded by Phase II would be located in developed areas that contain existing development with associated roadways and US 50. The Headington Road extension would introduce a new roadway segment onto undeveloped parcels between Missouri Flat Road and El Dorado Road. This impact would be significant and Mitigation Measures 4.9-9 and 4.9-10 would be required.

Conclusion

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These improvements are located at an existing intersection bounded by existing business and residential uses. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, because the project would result in new roadway improvements and new buildings, it is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR. Mitigation Measures 4.9-9 and 4.9-10 would be required, and implementation of this mitigation measure would be expected to reduce this impact to a less-than-significant level.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

MC&FP Phase I

Impact 4.9-9 in the MC&FP EIR addressed oak woodland degradation. Specific policies and objectives are included in the El Dorado County General Plan that protect oak woodland. The EIR noted that specific policies were included under Objective 7.4.4 of the El Dorado General Plan regarding removal of oak woodland habitat with greater than 10 percent canopy cover. The EIR determined that, because tree canopy cover in undeveloped portions of the MC&FP Area exceed 10 percent, development of retail projects and roadway improvements would require compliance with tree canopy cover retention and replacement standards identified in the El Dorado County General Plan. This was identified as a significant impact. Implementation of Mitigation Measure would reduce the magnitude of this impact; however, it was identified as a short-term significant and unavoidable impact.

MC&FP Phase II

Mitigation requirements for impacts to oak resources are defined in the 2017 El Dorado County Oak Resources Management Plan (El Dorado County, Community Development Agency 2017). The County adopted the Oak Resources Conservation Ordinance on October 24, 2017. In 2017, the County adopted the ORMP to define mitigation requirements for impacts to oak resources and to outline the County's strategy for oak woodland conservation. The ORMP functions as the oak resources component of the County's biological resources mitigation program identified in General Plan Policy 7.4.2.8 (El Dorado County 2004b). Under the ORMP, certain actions are exempt from mitigation requirements, including "County Road Projects: Road

widening and alignment projects necessary to increase capacity, protect public health, and improve safe movement of people and goods in existing public rights-of-way, as well as acquired right-of-way necessary to complete the project, where the new alignment is dependent on the existing alignment are exempt from the mitigation requirements included in the ORMP” (El Dorado County, Community Development Services 2017). It should be noted that new proposed roads within the County Circulation Element and internal circulation roads within new or proposed development are not exempt. Also, impacts to Heritage Trees, individual valley oak trees, and valley oak woodlands are not exempt.

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, because the project would result in new roadway improvements and new buildings, including the extension Headington Road, it is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR. Mitigation Measure 4.9-9 or a similar measure would be required. It is recommended that the mitigation measure be updated to ensure compliance with the ORMP. This could remain a short-term significant and unavoidable impact.

Conclusion

The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, because the project would result in new roadway improvements and new buildings, it is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR, and this impact would be significant and unavoidable in the short term and less than significant with mitigation in the long term. Mitigation Measure 4.9-9 will be updated to reflect the County’s ORMP and Oak Resources Conservation Ordinance.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

MC&FP Phase I

Conflicts with an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan were not addressed in the MC&FP EIR.

MC&FP Phase II

El Dorado County is preparing a countywide integrated natural resources management plan. The County’s 2004 General Plan requires the INRMP as a mitigation measure to help compensate for impacts from development in western El Dorado County. As shown on the County’s Integrated Natural Resources Management Plan (INRMP) Initial Inventory Map (El Dorado County 2008; Exhibit 10), the project site is not within the boundaries of a Priority Conservation Area, any Important Biological Corridors, an adopted Habitat Conservation Plan (HCP), a Natural Community Conservation Plan (NCCP), or any other conservation plan, including those specifically listed in Exhibit 10. As such, the proposed project would not conflict with an adopted HCP or NCCP. There would be no impact.

Conclusion

The MC&FP Phase II project would not conflict with an adopted HCP or NCCP. There would be no impact.

4.4.2 Biological Resources MC&FP EIR Mitigation Measures

Applicable biological resources mitigation measures from the MC&FP EIR that would apply to the Phase II Project include the following:

Mitigation Measure 4.9-2: Loss of Habitat for the California Red-legged Frog (MC&FP Area)

- a) Prior to issuance of a grading permit for any MC&FP retail development or roadway improvement projects, a qualified biologist will consult with USFWS to determine whether red-legged frogs could potentially occur on the project site.
- b) If the USFWS determines that there is no potential for the occurrence of red-legged frog on the project site, the species may be assumed absent and no further mitigation is necessary.
- c) If USFWS determines that surveys are necessary to determine whether red-legged frogs could occur on the project site, a survey will be conducted in accordance with the methods outlined in Guidance on Site Assessment and Field Surveys for California Rd-legged Frogs (USFWS 1997).
- d) Prior to issuance of a grading permit, a red-legged frog survey will be completed for the Sundance Plaza [The Crossings] and the El Dorado Villages Shopping Center.
- e) The results of the red-legged frog survey will be summarized in a report to be provided to the USFWS Ecological Services Division, Sacramento Field Office. This report will also include additional information related to survey as described under USFWS protocol (USFWS 1997).
- f) If no red-legged frogs are found during the survey, and the survey results are acceptable to USFWS, this species will be presumed absent and no further mitigation will be necessary.
- g) If red-legged frogs are found, the project proponent will consult with USFWS under Section 7 or Section 10 to determine a future course of action, including whether incidental take authorization is needed. Through consultation and negotiations with USFWS, appropriate mitigation and avoidance measures will be determined and required to be implemented for the take authorizations.

Mitigation Measure 4.9-3: Loss of Habitat for Valley Elderberry Longhorn Beetle (MC&FP Area)

- a) Prior to issuance of a grading permit for any MC&FP retail development or roadway improvement projects (excluding Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center sites), a biologist will conduct a survey to determine the number and location of elderberry shrubs on the project site.
- b) If no elderberry shrubs are found on the project site or if all elderberry shrubs will be avoided, impacts to the valley elderberry longhorn beetle will be less than significant and no further mitigation is necessary.
- c) If elderberry shrubs are found, USFWS will consult with the project proponent under Section 7 or Section 10 to determine a future course of action, including whether incidental take authorization is needed. Through consultation and negotiations with USFWS, appropriate mitigation and avoidance measures will be determined and required to be implemented for the take authorizations.

Mitigation Measure 4.9-8: Raptor Nest Disturbance (MC&FP Area)

- a) Prior to issuance of a grading permit for any MC&FP retail development or roadway improvement projects, and Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center, it will be determined whether grading or tree removal is proposed during the raptor nesting season (February 1 to August 31).
- b) If no grading or tree removal will occur during the raptor nesting season, no further mitigation will be necessary.
- c) If grading or tree removal is proposed during the raptor nesting season, a focused survey for raptor nests shall be conducted by a qualified biologist during the nesting season to identify active nests on the project site. The survey will be conducted no less than 14 days, and no more than 30 days prior to the beginning of grading or tree removal. The results of the survey will be summarized in a written report to be submitted to CDFG prior to the beginning of grading.

- d) If nesting raptors are found during the focused survey, no grading or tree removal will occur within 500 feet of an active nest until the young have fledged (as determined by a qualified biologist) or until the project applicant receives written authorization from CDFG to proceed. If nest trees are unavoidable, they shall be removed during the non-breeding season.

Mitigation Measure 4.9-10: Loss of Jurisdictional Waters of the United States. Including Wetlands (MC&FP Area)

- a) Prior to issuance of a grading permit, for the MC&FP (excluding Sundance Plaza [The Crossings] site) or roadway improvement projects, a determination, through the formal Section 404 wetlands delineation process, shall be made by a qualified biologist whether potential jurisdictional Waters of the United States, including wetlands are present on the project site.
- b) Prior to issuance of a grading permit, a formal wetland delineation shall be completed for the El Dorado Villages Shopping Center site.
- c) If wetlands on the site are determined to be jurisdictional and can be avoided, no further mitigation will be required.
- d) If potential jurisdictional Waters of the United States, including wetlands, are present and would be filled as a result of the project, authorization of a Section 404 permit shall be secured from USACE and a Section 1600 agreement shall be secured from CDFG, as appropriate.
- e) As part of the permitting process, mitigation of impacts to jurisdictional Waters of the United States, including wetlands, will be identified and implemented. The acreage will be replaced or rehabilitated on a “no-net-loss” basis in accordance with USACE regulations. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE. Habitat compensation will also be in accordance with El Dorado County which has adopted a “no-net-loss” policy under General Plan Policy 7.3.3.2; this policy allows wetland habitat compensation on- or off-site, but at a minimum 1:1 ratio. Also, in accordance with General Plan Policy 7.3.3.2, a wetland study and mitigation monitoring program will be submitted to the County and concerned state and federal agencies (i.e., USACE, CDFG) for review prior to permit approval.
- f) All grading plans will include adequate setback for preserved seasonal and perennial drainages. Measures to minimize erosion and runoff into seasonal and perennial drainages that are preserved will also be included in all grading plans. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants into preserved drainages.

The following biological resources mitigation measure from the MC&FP EIR shall be evaluated and updated to reflect the County’s ORMP and Oak Resources Conservation Ordinance:

Mitigation Measure 4.9-9: Oak Woodland Degradation (MC&FP Area)

- a) Prior to issuance of a grading permit for any MC&FP retail development or roadway improvement projects, and Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center, the project proponent shall submit a tree survey to the El Dorado County Planning Department for approval. A map of all oak trees to be removed or disturbed during project construction will be included with the tree survey. The tree survey will also include a determination of the existing canopy cover on the project site (as determined from base line aerial photography or by site surveys performed by a qualified licensed arborist or professional forester) and a preservation and replacement plan.
- b) Oaks not approved for removal that are within 200 feet of the grading activity shall be protectively fenced 5 feet beyond the dripline and root zone of each oak tree (as determined by a certified arborist). This fence, which is meant to prevent activities that result in soil compaction beneath the canopy or over the root zone,

shall be maintained until all construction activities are complete. No grading, trenching, or movement of construction equipment shall be allowed to occur within fenced areas. Protection for oaks trees on slopes and hillsides will include installation of a silt fence. A silt fence shall be installed at the upslope base of the protective fence to prevent any soil drifting down over the root zone.

- c) To ensure that proposed replacement trees survive, a mitigation monitoring plan, including provisions for necessary replacement of trees, will be incorporated into the preservation and replacement plan. Detailed performance standards will be included to ensure that an 80 percent survival rate is achieved over a 5-year period. Annual reports identifying planting success and monitoring efforts will be submitted to the El Dorado County Planning Department and CDFG. During monitoring, the following information will be evaluated: average tree height, percent of tree cover, tree density, percent of woody shrub cover, seedling recruitment, and invasion by nonnative species. Temporary irrigation equipment will be installed to facilitate sapling survival during the first several years of growth. During the revegetation process, tree survival will be maximized by using deer screens or other maintenance measures as recommended by a certified arborist.
- d) If the existing canopy cover is less than 10 percent, no further mitigation will be necessary.
- e) If the existing canopy cover exceeds 10 percent, the project will be subject to the canopy cover retention and replacement standards presented under Policy 7.4.4.4 of the El Dorado County General Plan.

4.4.3 Biological Resources Conclusion

The impact conclusions for Biological Resources would be similar to the previous MC&FP EIR. The magnitude of the impacts could be less than previously identified because the scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. The previously-identified mitigation measures would be required.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
5. Cultural Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Draft EIR pp. 4.10-1 to 4.10-7 Impact 4.10-1	No	No	Significant and unavoidable (same)
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Draft EIR pp. 4.10-1 to 4.10-7 Impact 4.10-1	No	No	Significant and unavoidable (same)
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	N/A	N/A	N/A	N/A (Less than significant)
d. Disturb any human remains, including those interred outside the formal cemeteries?	Draft EIR pp. 4.10-1 to 4.10-7 Impact 4.10-6	No	No	Less than significant with mitigation (Less than significant)

4.5.1 Cultural Resources Discussion

Since certification of the MC&FP EIR, Tribal Cultural Resources (TCRs) (as defined by Assembly Bill [AB] 52, Statutes of 2014, in Public Resources Code [PRC] Section 21074) has been added as a resource subject to review under CEQA, effective January 1, 2015. This is a new category of resources under CEQA and includes site features, places, cultural landscapes, sacred places, or objects, which are of cultural value to a tribe. CEQA, in Public Resources Code (PRC) Section 21080.3.1, 210803.2, and 21082.3 (added by AB 52), requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete, before the issuance of a Notice of Preparation (NOP) of an environmental impact report or notice of intent (NOI) to adopt a negative declaration or mitigated negative declaration. AB 52 also required revision to CEQA Appendix G, the environmental checklist to create a new category for TCRs. AB 52 establishes a consultation process, effective July 1, 2015, between California public agencies and California Native American Tribes. AB 52 further establishes a category of resources known as tribal cultural resources. Because the MC&FP EIR was circulated prior to the revisions to CEQA and because this Addendum does not include the issuance of an NOP or NOI, AB 52 indicates that consultations on TCRs is not required. Future project-level CEQA evaluations will comply with the AB 52 process.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

MC&FP Phase I

The MC&FP Draft EIR stated that the potential for cultural resources sites was considered moderate to high in all portions of the MC&FP (El Dorado County 1998; p. 4.10-5). Because the MC&FP Area has a moderate to high potential for the presence of prehistoric and historic resources, grading and construction related to future development and roadway improvements could result in disturbance of both known and previously undiscovered cultural resources. Impact 4.10-1 in the MC&FP EIR identified potential impacts on archaeological and historic resources as a significant impact. Implementation of Mitigation Measure 4.10-1

would substantially lessen this impact, but not to a less-than-significant level. This was identified as a significant and unavoidable impact.

MC&FP Phase II

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These improvements are located at an existing intersection bounded by existing business and residential uses. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, because the project would result in new roadway improvements and new buildings, including the extension Headington Road, it is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR regarding historic resources. Because of the time passed since preparation of the MC&FP EIR, existing buildings are approximately 20 years older and could require evaluation based on age. Mitigation Measure 4.10-1 would be required. This could remain a short-term significant and unavoidable impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

See the discussion for Checklist item 4.5(a), above.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

MC&FP Phase I

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

Paleontological remains are found in sedimentary rock formations. El Dorado County's geology is predominantly igneous (volcanic) in nature and the type of sedimentary deposits where paleontological remains that might be present are virtually nonexistent. It is expected that this impact would be less than significant.

d) Disturb any human remains, including those interred outside of formal cemeteries?

MC&FP Phase I

Impact 4.10-6 in the MC&FP EIR addressed General Plan consistency regarding protection of cemeteries related to construction of the Sundance Plaza [The Crossings]. No additional formal cemetery was identified related to the entire MC&FP Area. This was identified as a significant impact. Mitigation Measure 4.10-6 required implementation of Mitigation Measure 4.10-2(a), which would reduce the magnitude of this impact to a less-than-significant level.

MC&FP Phase II

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed with the addition of the requisite offsite improvements that would be located at the SR 49/Forni Road intersection. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, because the project would result in new roadway improvements and new buildings, it is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR. Mitigation Measure 4.10-2(a) was specific to the Crossings location and did not address potential impacts related to human remains located outside of formal cemeteries. California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Sections 7050.5 and 7052 and California Public Resources Code Section 5097. These statutes

require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the appropriate County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated Most Likely Descendant, and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94. Compliance with California Health and Safety Code Sections 7050.5 and 7052 and California Public Resources Code Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, this impact would be less than significant.

4.5.2 Cultural Resources MC&FP EIR Mitigation Measures

Applicable cultural resources mitigation measures from the MC&FP EIR that would apply to the Phase II Project include the following:

Mitigation Measure 4.10-1 Disturbance of Cultural Resources (MC&FP Area)

- a) Prior to the approval of future retail development and roadway improvements in accordance with the MC&FP, the project applicant shall submit a cultural resource study that is conducted by a qualified archaeologist. The cultural resources study shall conform with the requirements of El Dorado County Policy 7.5.1.3, and shall include, but not be limited to, record searches through the North Central Information Center at California State University—Sacramento, field surveys, subsurface testing, and/or salvage excavations. The cultural resource study shall identify “important archaeological resources,” as defined in Appendix K of the State CEQA Guidelines, and “historical resources,” as defined in Public Resources Code Section 21084.1, and evaluate the project’s potential to disturb such resources.
- b) Important archaeological resources or historical resources shall be avoided or protected where feasible. Where avoidance or protection of such resources is not feasible, the project applicant shall submit, for approval by El Dorado County, an excavation plan, to be prepared by a qualified archaeologist, that conforms with the requirements of Appendix K of the State CEQA Guidelines. Field excavation pursuant to an approved excavation plan shall be completed in accordance with the time frames and guidelines identified in Appendix K.
- c) If any prehistoric or historic artifacts, or other indications of cultural resources are found once project construction is underway, all work must stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find before resuming ground-breaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of Appendix K of the State CEQA Guidelines.
- d) In the event of discovery or recognition of human remains in any location other than a dedicated cemetery, no further excavation or disturbance of a project site or any nearby area reasonably suspected to overlie adjacent human remains can occur until the County Coroner has been informed and determines that no investigation of the cause of death is required. If the remains are of Native American origin, the agency must solicit the Native American Heritage Commission to see whether that agency can identify descendants of the deceased Native American(s). If, within 24 hours of being notified by the Commission, such descendants offer the lead agency recommendations for treating or disposing of the remains and any associated grave goods, such recommendations should be followed, unless the landowner disagrees with the recommendation, in which case the Native American Heritage Commission shall mediate the dispute. If the Native American Commission was unable to identify a descendant, or the descendant fails to offer a recommendation within 24 hours after being notified by the Commission, or the Commission could not

mediate a dispute between the descendants and the landowners to the latter's satisfaction, further work on the project may proceed, but the landowner must rebury the remains and grave goods "with appropriate dignity on the property in a location not subject to subsurface disturbance."

4.5.3 Cultural Resources Conclusion

It is expected that the impact conclusions for Cultural Resources would be similar to the previous MC&FP EIR, with some cultural resources impacts from roadway improvements significant and unavoidable, depending on the availability of mitigation. Adherence to existing regulations would result in a less-than-significant impact related to human remains.

4.6 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
6. Geology and Soils. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	Draft EIR pp. 4.7-8 to 4.7-29 Impacts 4.7-1, 4.7-3, 4.7-4, 4.7-5, 4.7-6	No	No	Less than significant and Less than significant with mitigation (same)
b. Result in substantial soil erosion or the loss of topsoil?	Draft EIR pp. 4.7-1 to 4.7-8, 4.7-14 to 4.7-25 Impact 4.7-10	No	No	Less than significant with mitigation (same)
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in: on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Draft EIR pp. 4.7-1 to 4.7-8, 4.7-14 to 4.7-25 Impacts 4.7-1, 4.7-3, 4.7-4	No	No	Less than significant (same)
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Draft EIR pp. 4.7-1 to 4.7-8, 4.7-14 to 4.7-25 Impact 4.7-11	No	No	Less than significant (same)
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	N/A	N/A	N/A	N/A (No Impact)

4.6.1 Geology and Soils Discussion

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)**

MC&FP Phase I

Impact 4.7-5 addressed the potential impact from ground rupture. The impact discussion explained that ground rupture in the MC&FP Area is considered unlikely due to the distance from the mapped locations of

the Melones Fault and the Bear Mountain fault zone. The EIR explained that the Foothills Fault System has not been classified as active by the California Division of Mines and Geology, and special seismic zoning regarding ground rupture potential was determined not necessary. This was identified as a less-than-significant impact.

MC&FP Phase II

The Phase II area is the same as the previously-studied MC&FP Area; therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would not result in a change in circumstance related to seismically-induced effects. Existing fault zone systems within El Dorado County are illustrated in Exhibit 5.9-2 of the General Plan EIR. The fault mapping distinguishes faults by period of displacement (i.e., historic, Holocene, late Quaternary, Quaternary, and pre-Quaternary) and location characteristics (i.e., well located, approximately located or inferred, and concealed). The distribution of known faults is concentrated in the western portion of the county, with several isolated faults in the central county area and the Lake Tahoe Basin. Fault systems mapped in western El Dorado County include the West Bear Mountains Fault; the East Bear Mountains Fault; the Maidu Fault Zone; the El Dorado Fault; the Melones Fault Zone of the Clark, Gillis Hill Fault; and the Calaveras–Shoo Fly Thrust. No active faults have been identified in El Dorado County. One fault, part of the Rescue Lineament–Bear Mountains fault zone, is classified as a well located late-Quaternary fault; therefore, it represents the only potentially active fault in the county. It is part of the Foothill Fault Suture Zone system, which was considered inactive until a Richter scale magnitude 5.7 earthquake occurred near Oroville on August 1, 1975. All other faults located in El Dorado County are classified as pre-Quaternary (inactive). No portion of the County is located within an Alquist-Priolo Earthquake Fault Zone (El Dorado County 2003; pp. 5.9-5 and 5.9-6). This impact would remain less than significant.

ii) Strong seismic ground shaking?

MC&FP Phase I

Impact 4.7.-6 in the MC&FP EIR addressed ground shaking and explained that a moderate to low potential for severe ground shaking exists within the MC&FP Area. It stated that the Uniform Building Code (UBC) classifies the MC&FP Area as being within seismic region Zone 3; however, given the unpredictability of the occurrence of a seismic event, the impact was determined to be potentially significant. The EIR identified Mitigation Measure 4.7-6 and stated that implementation of this mitigation measure would reduce this impact to a less-than-significant level.

MC&FP Phase II

The Phase II area is the same as the previously-studied MC&FP Area; therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would not result in a change in circumstance related to seismically-induced effects. As indicated above, El Dorado County does not contain any Seismic Hazard Zones. The General Plan EIR states that the County is not considered to be at risk from seismically induced landslides. It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR and would remain less than significant after implementation of Mitigation Measure 4.7-6.

iii) Seismic-related ground failure, including liquefaction?

MC&FP Phase I

Impact 4.7-1 in the MC&FP EIR addressed liquefaction and stated that liquefaction is not likely to occur within the general MC&FP Area because of the presence of a thin mantle of soil developed on firm bedrock and the depth of groundwater. This was identified as a less-than-significant impact.

MC&FP Phase II

The Phase II area is the same as the previously-studied MC&FP Area; therefore, the differences in the updated future land uses projections and construction of roadway improvements funded by Phase II would not result in a change in circumstance related to seismically-induced effects. As stated in the El Dorado

County General Plan EIR, no portion of El Dorado County is located in a Seismic Hazard Zone (i.e., regulatory zones that encompass areas prone to liquefaction and earthquake-induced landslides) based on the Seismic Hazards Mapping Program administered by CGS. Therefore, El Dorado County is not considered to be at risk from liquefaction hazards. It is expected that the conclusion for Phase II regarding seismic-related ground failure would be similar to the conclusion for the previous MC&FP EIR, and this impact would remain less than significant.

iv) Landslides?

MC&FP Phase I

Impacts 4.7-3 and 4.7-4 in the MC&FP EIR addressed landslides and seismic settlement of soils. The EIR stated that no areas of suspected or potential landsliding were noted in the MC&FP Area during site reconnaissance. Also, due to the gentle to moderate topography of the project sites, and the relative strength of the soil and bedrock units, landslide impacts were considered to be less than significant. The EIR also stated that the firm native near-surface material is not considered susceptible to seismic settlement because they are generally not comprised of fine-grained soils and clays susceptible to compaction, and the maximum credible earthquake for the nearby faults is considered between magnitude 6.3 and 6.5. These impacts were determined to be less than significant.

MC&FP Phase II

The Phase II area is the same as the previously-studied MC&FP Area; therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would not result in a change in circumstance related to seismically-induced effects. As indicated above, El Dorado County does not contain any Seismic Hazard Zones. The General Plan EIR states that the County is not considered to be at risk from seismically induced landslides. It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR and would remain less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

MC&FP Phase I

Impact 4.7-10 in the MC&FP EIR addressed slope stability and erosion potential and stated that grading activities can create the potential for ground instability and erosion. Implementation of Mitigation Measure 4.7-10 would reduce the magnitude of this impact to a less-than-significant level.

MC&FP Phase II

The Phase II area is the same as the previously-studied MC&FP Area; therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would not result in a change in circumstance related to the loss of topsoil. It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR and would remain less than significant with mitigation.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

See the discussions under Checklist item 4.6(a), above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

MC&FP Phase I

Impact 4.7-11 in the MC&FP EIR addressed collapsible and expansive soil and stated that the soil within the MC&FP Area does not appear to have collapsible or expansive characteristics. This was identified as a less-than-significant impact.

MC&FP Phase II

The Phase II area is the same as the previously-studied MC&FP Area; therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would not result in a change in circumstance related to expansive soil. It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR and would remain less than significant.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

MC&FP Phase I

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

The sewer systems for future retail development would connect to existing wastewater collection and treatment system. No septic systems or alternative waste water disposal systems were proposed, and no impact related to septic systems would occur.

4.6.2 Geology and Soils MC&FP EIR Mitigation Measures

Applicable mitigation measures related to geology and soils from the MC&FP EIR that would apply to the Phase II Project include the following:

Mitigation Measure 4.7-6 Ground Shaking (MC&FP Area, Sundance Plaza, El Dorado Villages Shopping Center)

The California Health and Safety Code requires that buildings be designed to resist stresses developed by earthquakes. Accepted seismic design criteria are presented in the Uniform Building Code (UBC), Chapter 23 regarding wood-frame buildings, and Chapter 16, Division III. Division III provides the design specifications for resist [sic] the effects of seismic ground motions; included in this Division are the following: criteria selection for structural systems (e.g., bearing walls, building frame, moment-resisting frame system, dual system) (Section 1627), engineering standards for minimum design lateral forces and related effects (e.g., the design for the shear forces at the base of the structures, vertical distribution of force, and horizontal distribution of shear) (section 1628); dynamic lateral-force procedures (section 1629); lateral force on elements of structures, nonstructural components and equipment supported by structures (section 1630); detail systems design requirements (section 1631); and nonbuilding structures (section 1632). Although wood-frame buildings of not more than two stories in height in unincorporated areas are exempt under the California Earthquake Protection Law, prior to the issuance of buildings permits for retail or roadway improvements projects in the MC&FP Area, or for The Crossings or El Dorado Villages Shopping Center, proposed structures shall be designed to the design factors presented for UBC Zone 3, as a minimum. Final design standards shall be in accordance with the findings of detailed geologic and geotechnical analyses for the proposed building sites.

4.6.3 Geology and Soils Conclusion

It is expected that the impact conclusions for Geology and Solid would be similar to the previous MC&FP EIR, and impacts would be less than significant and less than significant with mitigation.

4.7 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
7. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	N/A	N/A	N/A	N/A (N/A)
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	N/A	N/A	N/A	N/A (N/A)

4.7.1 Greenhouse Gas Emissions Discussion

Since certification of the Missouri Flat MC&FP EIR and approval of the project in 1998, increased awareness of greenhouse gas (GHG) emissions and their role in global climate change has resulted in promulgation of laws and regulations designed to curb emissions and reduce the inherently cumulative effect of GHG emissions. At the time the MC&FP EIR was prepared and certified, the State CEQA Guidelines did not identify GHG emissions and climate change as a resource area in Appendix G. Thus, the MC&FP EIR did not provide an environmental or regulatory setting to characterize climate change impacts, nor did the EIR evaluate the MC&FP’s contribution of GHG emissions to anthropogenic climate change. In 2009, the Governor’s Office of Planning and Research (OPR) amended Appendix G of the State CEQA Guidelines to include project-level analysis of GHG emissions.

Because the Missouri Flat MC&FP EIR did not evaluate GHG emissions, this addendum provides a brief overview of anthropogenic climate change and the relevant federal, state, and local regulations, policies, and laws pertaining to climate change.

The Physical Scientific Basis of Greenhouse Gas Emissions and Climate Change

Certain gases in the earth’s atmosphere, classified as GHGs, play a critical role in determining the earth’s surface temperature. Solar radiation enters the atmosphere from space. A portion of the radiation is absorbed by the earth’s surface, and a smaller portion of this radiation is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead “trapped,” resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are CO₂, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth’s climate, known as global climate change or global warming. It is “extremely likely” that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing (IPCC 2014:5).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more carbon dioxide (CO₂) is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remain stored in the atmosphere (IPCC 2013:467).

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is considered to be enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Effects of Climate Change on the Environment

According to the Intergovernmental Panel on Climate Change, which was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme, global average temperature will increase by 3.7 to 4.8°C (6.7 to 8.6°F) by the end of the century unless additional efforts to reduce GHG emissions are made (IPCC 2014:10). According to *California's Fourth Climate Change Assessment*, with global GHGs reduced at a moderate rate California will experience average daily high temperatures that are warmer than the historic average by 2.5°F from 2006 to 2039, by 4.4°F from 2040 to 2069, and by 5.6°F from 2070 to 2100; and if GHG emissions continue at current rates then California will experience average daily high temperatures that are warmer than the historic average by 2.7°F from 2006 to 2039, by 5.8°F from 2040 to 2069, and by 8.8°F from 2070 to 2100 (OPR, CEC, and CNRA 2018:5).

Since its previous climate change assessment in 2012, California has experienced several of the most extreme natural events in its recorded history: a severe drought from 2012-2016, an almost non-existent Sierra Nevada winter snowpack in 2014-2015, increasingly large and severe wildfires, and back-to-back years of the warmest average temperatures (OPR, CEC, and CNRA 2018:3). According to the California Natural Resources Agency's (CNRA) *Safeguarding California Plan: 2018 Update*, California experienced the driest 4-year statewide precipitation on record from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014 (CNRA 2018:55). According to the National Oceanic Administration and National Aeronautics and Space Administration, 2016, 2017, and 2018 were the hottest recorded years in history (NOAA 2019). In contrast, the northern Sierra Nevada experienced one of its wettest full year on record during the 2016-2017 water year (CNRA 2018:64). The changes in precipitation exacerbate wildfires throughout California through a cycle of high vegetative growth coupled with dry, hot periods which lowers the moisture content of fuel loads. As a result, the frequency, size, and devastation of forest fires increases. In November 2018, the Camp Fire completely destroyed the town of Paradise in Butte County and caused 85 fatalities, becoming the state's deadliest fire in recorded history. Moreover, changes in the intensity of precipitation events following wildfires can also result in devastating landslides. In January 2018, following the Thomas Fire, 0.5 in of rain fell in 5 minutes in Santa Barbara causing destructive mudslides formed from the debris and loose soil left behind by the fire. These mudslides resulted in 21 deaths.

As temperatures increase, the amount of precipitation falling as rain rather than snow also increases, which could lead to increased flooding because water that would normally be held in the snowpack of the Sierra Nevada and Cascade Range until spring would flow into the Central Valley during winter rainstorm events. This scenario would place more pressure on California's levee/flood control system (CNRA 2018:190-192). Furthermore, in the extreme scenario involving the rapid loss of the Antarctic ice sheet and the glaciers atop Greenland, the sea level along California's coastline is expected to rise 54 inches by 2100 if GHG emissions continue at current rates (OPR, CEC, and CNRA 2018:6).

Temperature increases and changes to historical precipitation patterns will likely affect ecological productivity and stability. Existing habitats may migrate from climatic changes where possible, and those habitats and species that lack the ability to retreat will be severely threatened. Altered climate conditions will also facilitate the movement of invasive species to new habitats thus outcompeting native species. Altered climatic conditions dramatically endanger the survival of arthropods (e.g., insects, spiders) which could have cascading effects throughout ecosystems (Lister and Garcia 2018). Conversely, a warming climate may support the populations of other insects such as ticks and mosquitos, which transmit diseases harmful to human health such as the Zika virus, West Nile virus, and Lyme disease (European Commission Joint Research Centre 2018).

Changes in temperature, precipitation patterns, extreme weather events, wildfires, and sea-level rise have the potential to threaten transportation and energy infrastructure, crop production, forests and rangelands, and public health (CNRA 2018:64, 116–117, 127; OPR, CEC, and CNRA 2018:7–14). The effects of climate change will also have an indirect adverse impact on the economy as more severe natural disasters cause expensive, physical damage to communities and the state.

Additionally, adjusting to the physical changes associated with climate change can produce mental health impacts such as depression and anxiety.

Federal Regulations

The Clean Air Act (CAA) requires that the U.S. Environmental Protection Agency (EPA) set emissions standards for a range of pollution sources. Specifically, EPA and the National Highway Traffic Safety Administration (NHTSA) regulate emissions from on-road vehicles include automobiles and light-duty trucks. In 2012, EPA and NHSTA established the CAFE standards for automobiles and light-duty trucks for model years 2014 and beyond (77 Federal Register [FR] 62624). Under the original iteration of the CAFE standards, fuel economy would be raised to the equivalent of 54.6 miles per gallon by 2025 (77 FR 62630).

However, on April 2, 2018, EPA administrator announced a final determination that the current standards should be revised. On August 2, 2018, the U.S. Department of Transportation (DOT) and EPA proposed the SAFE Rule, which would amend existing CAFE standards for passenger cars and light-duty trucks through retaining the current model year 2020 standards through model year 2026 and establish new standards covering model years 2021 through 2026 (NHTSA 2018).

The CAA grants California the ability to enact and enforce more strict fuel economy standards through the acquisition of an EPA-issued waiver. Each time California adopts a new vehicle emission standard, the state applies to EPA for a preemption waiver for those standards. However, Part One of the SAFE Rule, which became effective on November 26, 2019, revokes California's existing waiver to establish a nationwide standard (84 FR 51310). At the time of preparing this environmental document, the implications of the SAFE Rule on California's future emissions of air pollution and GHGs are contingent upon a variety of unknown factors.

State Regulations

Statewide GHG Emission Targets and the Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the state government for approximately two decades (State of California 2019). GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (SB 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. Executive Order B-55-18 calls for California to achieve carbon neutrality by 2045 and achieve and maintain net negative GHG emissions thereafter. These targets are in line with the scientifically established levels needed in the U.S. to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015:3).

California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), prepared by CARB, outlines the main strategies California will implement to achieve the legislated GHG emission target for 2030 and "substantially advance toward our 2050 climate goals" (CARB 2017:1, 3, 5, 20, 25–26). It identifies the reductions needed by each GHG emission sector (e.g., transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste). CARB and other state agencies also released the *January 2019 Draft California 2030 Natural and Working Lands Climate Change Implementation Plan* (Natural and Working Lands Implementation Plan) consistent with the carbon neutrality goal of Executive Order B-55-18 (CalEPA, CNRA, CDFA, CARB, and SGC 2019). The state has also passed more detailed legislation addressing GHG emissions associated with transportation as summarized below.

Transportation-Related Standards and Regulations

As part of its Advanced Clean Cars program, CARB established more stringent GHG emission standards and fuel efficiency standards for fossil fuel powered on-road vehicles. In addition, the program's zero-emission vehicle (ZEV) regulation requires battery, fuel cell, and plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025 (CARB 2018a). By 2025, when the rules will be fully implemented, GHG emissions from the statewide fleet of new cars and light-duty trucks will be reduced by 34 percent and cars will emit 75 percent less smog-forming pollution than the statewide fleet in 2016 (CARB 2016:1).

Executive Order B-48-18, signed into law in January 2018, requires all state entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as 200 hydrogen fueling stations and 250,000 electric vehicle–charging stations installed by 2025. It specifies that 10,000 of these charging stations must be direct–current fast chargers.

CARB adopted the Low Carbon Fuel Standard (LCFS) in 2007 to reduce the carbon intensity of California's transportation fuels. The LCFS applies to fuels used by on-road motor vehicles and by off-road vehicles, including construction equipment (Wade, pers. comm., 2017).

Local Regulations

EDCAQMD has not adopted GHG emissions significance thresholds for development projects. Given the lack of locally adopted GHG emissions significance thresholds, Placer County Air Pollution Control District (PCAPCD) thresholds are sometimes used for projects in El Dorado County. On October 13, 2016, the PCAPCD Board of Directors adopted the Review of Land Use Projects under CEQA Policy (Policy). The Policy establishes the thresholds of significance for criteria pollutants as well as GHGs and the review principles which serve as guidelines for the PCAPCD staff when PCAPCD acts as a commenting agency to review and comment on the environmental documents prepared by the lead agencies. In developing the thresholds, the PCAPCD took into account health-based air quality standards and the strategies to attain air quality standards, historical CEQA project review data in Placer County, statewide regulations to achieve emission reduction targets for GHG, and the special geographic and land use features in Placer County. PCAPCD's approach to developing significance thresholds for GHG emissions is to identify the emissions level for which a project would be expected to substantially contribute a mass amount of emissions and would conflict with existing statewide GHG emission reduction goal adopted by California legislation.

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

MC&FP Phase I

This issue was not addressed in the MC&FP EIR. However, because information was known about the potential impact of greenhouse gases at the time the 1998 MC&FP EIR was prepared, it could have been evaluated in the air quality chapter of the EIR at that time. Therefore, as dictated by CEQA Guidelines Section 15064.3, this does not constitute "new information" as defined in CEQA Guidelines Section 15162. The following information

is provided for informational purposes. Further, because (as stated below) GHG emissions would be less than if addressed in the 1998 EIR, the impact would also be less and therefore would not result in a new or more severe impact than would have occurred under the previously approved project.

MC&FP Phase II

Since the MC&FP EIR was completed, AB 32, then SB 32 were adopted to reduce state-wide GHG emissions. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by Executive Order B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in Executive Orders S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

As stated previously, the MC&FP EIR was prepared prior to the inclusion of climate change as a resource area in Appendix G of the State CEQA Guidelines. As such, emissions of GHG were not quantified and mitigation was not recommended. However, based on the regulatory environment at the time the EIR was certified (1998) as compared to the year this addendum was prepared (2020), the GHG emissions associated with Phase II would be substantially less than the MC&FP plan that was evaluated previously. The federal CAFE Standards, which were passed in 2012, have resulted in improved fuel efficiency countrywide as car manufacturers comply with the increasingly more stringent standards. Additionally, state regulations such as the ACC and the programs within its umbrella, the LCFS, and emphasis on transit priority development continue to reduce GHGs from the mobile sector. Triennial updates to the California Energy Code have resulted in substantial reductions in energy demand from new development, which indirectly results in GHG emissions from reducing natural gas or other fossil-fuel combustion. Other regulations such as SB 1383 target reducing high global warming potential gases related to refrigerants, "waste-in-place" emissions from landfills, dairy farms, and wastewater treatment plants.

The aforementioned statewide regulations, and many others, have contributed to reducing statewide GHG emissions from the mobile, energy, stationary, waste, and water sectors. According to CARB's most recent GHG inventory (2017), per capita emissions have been reduced by approximately 34 percent since 2000 (CARB 2019).

Moreover, Phase II, as proposed, would improve transportation circulation and LOS, compared to what was proposed in the MC&FP EIR. Improved circulation would minimize traffic resulting in lower GHG emissions by comparison. Phase II also comprises a portion of the original MC&FP requiring less construction and a smaller operational footprint. Although GHG emissions were not quantified previously, it would be expected that Phase II would contribute less to global climate change comparatively to what was analyzed in the MC&FP and therefore would not result in a new or more severe significant impact.

4.7.2 Greenhouse Gas Emissions MC&FP EIR Mitigation Measures

Because greenhouse gas emissions was not discussed in the previous MC&FP EIR, no mitigation measures were included to address this issue.

4.7.3 Greenhouse Gas Emissions Conclusion

As noted above GHGs do not constitute "new information" as defined in CEQA Guidelines Section 15162. Additionally, although GHG emissions were not quantified previously, it would be expected that Phase II would contribute less to global climate change comparatively to the retail buildout and transportation projects that were analyzed in the MC&FP EIR.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
8. Hazards and Hazardous Materials. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Draft EIR pp. 4.17-1 to 4.17-4 Impact 4.17-2	No	No	Less than significant (same)
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Draft EIR pp. 4.17-1 to 4.17-4 Impact 4.17-1	No	No	Less than significant with mitigation (same)
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Draft EIR pp. 4.17-1 to 4.17-4 Impact 4.17-1 and 4.17-2	No	No	Less than significant and Less than significant with mitigation (same)
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Draft EIR pp. 4.17-1 to 4.17-4 Impact 4.17-3	No	No	Less than significant with mitigation (same)
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	N/A	N/A	N/A	N/A (No impact)
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	N/A	N/A	N/A	N/A (No impact)
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	N/A	No	No	Less than significant with mitigation (same)
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Draft EIR page 4.8-13 No impact discussion	No	No	N/A (less than significant)

4.8.1 Hazards and Hazardous Materials Discussion

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

MC&FP Phase I

Impact 4.17-2 in the MC&FP EIR addressed the potential storage of hazardous, combustible, or flammable materials on future retail development sites in the plan area. The EIR acknowledged that, at the time of application for a building permit, the Fire District reviews project plans for compliance with applicable articles of the Uniform Fire Code (UFC). The UFC provides standards for the storage of hazardous, combustible, or flammable materials during and after construction. The EIR determined that the future project applicant, contractor, and retail tenants would be required to conform with all applicable articles of the UFC regarding the storage of such materials. This was determined to be a less-than-significant impact.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. Future development projects associated with Phase II would be the same types of uses as those analyzed in the previous EIR. In addition, the roadway improvements would be similar to those analyzed in the previous EIR. Therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would not result in a change in circumstance or a change to the previous conclusions regarding the routine transport, use, or disposal of hazardous materials.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR and would remain less than significant.

- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?**

MC&FP Phase I

Impact 4.17-1 in the MC&FP EIR addressed the potential for exposure to existing or potential sources of contamination during construction and maintenance activities. The site assessment records search for the EIR identified several listed underground storage tanks and hazardous materials spills within the MC&FP Area. The EIR determined that construction of retail development and roadway improvements in the MC&FP Area could result in the exposure of workers to hazardous materials during construction activities. Mitigation Measure 4.17-1 would require updated database searches for retail projects and subsequent preparation of Phase I site assessments and remediation plans, as applicable, for sites where potential contamination is identified. This was determined to be a less-than-significant impact with the implementation of Mitigation Measure 4.17-1.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. Future development projects associated with Phase II would be the same types of uses as those analyzed in the previous EIR. In addition, the roadway improvements would be similar to those analyzed in the previous EIR. Therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would result in a similar potentially significant impact.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR, and this impact would be potentially significant. Mitigation Measure 4.17-1 and compliance with General Plan Policy 6.61.2 which requires preparation of a site investigation to be submitted to the County for parcels that are located on a known or suspected contaminated site., would reduce the magnitude of this impact to a less-than-significant level.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

See the discussions under Checklist items 4.8(a) and (b), above.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

See the discussion under item b), above. In addition, as discussed in Impact 4.17-3 of the MC&FP EIR, a search of known contaminated sites for the proposed MC&FP was conducted, and several developed properties located within the MC&FP Area were listed as contaminated sites and were in varying stages of review and remediation. The EIR explained that, in compliance with Policy 6.6.1.2, future MC&FP developments will be required to comply with Policy 6.6.1.2 and will be required to conduct database searches for the identification of possible remediation of any identified onsite contamination, as provided in Mitigation Measure 4.17-1(a), (b), and (c). This was identified as a less-than-significant impact.

MC&FP Phase II

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. Future design and construction would comply with General Plan Policy 6.61.2, which applies to issuance of a permit involving ground disturbance. Policy 6.6.1.2 requires preparation of a site investigation to be submitted to the County for parcels that are located on a known or suspected contaminated site. Therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would result in a similar potentially significant impact.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR, and this impact would be potentially significant. Mitigation Measure 4.17-1 and compliance with General Plan Policy 6.61.2 would reduce the magnitude of this impact to a less-than-significant level.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

and

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

MC&FP Phase I

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

The Plan Area is approximately 2 miles from the Placerville Airport and is not located within the airport's Airport Influence Area, as defined in the *Placerville Airport Land Use Compatibility Plan* (El Dorado County

2012: Figure PLA-1). The private Perryman Airport is located approximately 4.25 miles east of the eastern boundary of the Plan Area. Future development of retail uses or roadway improvements would not result in a safety hazard for people residing or working in the project area. No impact would occur.

Conclusion

No impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

MC&FP Phase I

Impact 4.11-7 in the MC&FP EIR stated that future development in the Plan Area would be subject to the General Plan's 8-minute to 80 percent of the population fire and 10-minute medical emergency response standards. It stated that the El Dorado County Department of Transportation indicated that all roadway improvements within the MC&FP Area would be designed to include minimum 8-foot wide shoulders, and these areas would be of adequate width to accommodate passage of emergency vehicles (fire trucks, ambulance, sheriff patrol vehicles) in instances of gridlock. Although emergency vehicles could maneuver around stopped cars, the Fire District would use roadway shoulders only as a last resort due to the potential for collisions with cars. Further, use of roadway shoulders, or on-coming traffic lanes as a means to bypass stopped traffic would result in a reduction of response times. Implementation of Mitigation Measure 4.11-3 would reduce the magnitude of this impact to a less-than-significant level.

MC&FP Phase II

The El Dorado County Multi-Hazard Functional Emergency Operations Plans (MHFP) provide guidance and protocols for the County's response to extraordinary large-scale emergency situations, including wildland fire. Numerous local, state, and federal agencies, as well as private businesses and nonprofit organizations, would be involved in the response to wildland fires, including the local fire protection districts, CDF, U.S. Forest Service (USFS), and law enforcement agencies (El Dorado County 2003).

Land use projections have been updated to 2040 for the MC&FP Phase II, and these projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. It is expected that the potentially significant impact on response levels would be similar under Phase II. As noted in the MC&FP EIR, projects would be subject to General Plan Policy 5.7.1.1 (Prior to approval of a new development, the applicant will be required to demonstrate that adequate emergency water supply, storage, conveyance facilities, and access for fire protection either are or will be provided concurrent with development.); Policy 6.2.3.1 (As a requirement for approving new development, the applicant must demonstrate that, concurrent with development, adequate emergency water flow, fire access, and firefighting personnel and equipment will be provided in accordance with applicable State and local fire district standards.), and Policy 6.2.3.2 (As a requirement for new development, the applicant must demonstrate that adequate access exists or can be provided to ensure that emergency

Conclusion

It is expected that the conclusion for Phase II be similar to Phase I and would be less than significant with mitigation.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

MC&FP Phase I

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

The El Dorado County Multi-Hazard Functional Emergency Operations Plans (MHFP) provide guidance and protocols for the County's response to extraordinary large-scale emergency situations, including wildland fire. Numerous local, state, and federal agencies, as well as private businesses and nonprofit organizations, would be involved in the response to wildland fires, including the local fire protection districts, CDF, U.S. Forest Service (USFS), and law enforcement agencies (El Dorado County 2003).

Chapter 8.08 of the El Dorado County Code, also known as the County Fire Hazard Ordinance, requires defensible space as described by the Public Resources Code, including the incorporation and maintenance of a 30-foot fire break or clearing around structures. The County's requirements on emergency access, signing and numbering, and emergency water are more stringent than those required by state law. The Fire Hazard Ordinance also establishes limits on campfires, fireworks, smoking, and incinerators. The Fire Hazard Ordinance is applicable to all developments in the county, including all discretionary and ministerial developments (El Dorado County 2003). Additionally, evacuation routes during construction would be evaluated in each project-specific environmental analysis.

Conclusion

It is expected that the conclusion for Phase II would be less than significant.

4.8.2 Hazards and Hazardous Materials MC&FP EIR Mitigation Measures

Applicable mitigation measures related to hazards and hazardous materials from the MC&FP EIR that would apply to the Phase II Project are reproduced below.

Mitigation Measure 4.17-1: Potential for Exposure to Existing Contamination (MC&FP Area, Sundance Plaza, El Dorado Villages Shopping Center)

- a) Prior to the approval of a retail project in the MC&FP Area, the project applicant shall conduct, and submit for review by El Dorado County Environmental Management Department, a database search of hazardous materials sites that meets the requirements of Public Resources Code §21092.6.
- b) If the database search reveals the potential for contamination on the project site, then prior to project approval, the project applicant shall submit a Phase I site assessment report, prepared by a qualified professional in compliance with the ASTM E 1527-97 standard, for review by El Dorado County Environmental Management Department.
- c) If the Phase 1 site assessment report indicates the presence of existing or potential onsite contamination, the project applicant shall contact the appropriate local, state, and/or federal agencies. The project applicant shall coordinate with the agency to prepare a remediation plan in accordance with applicable local, state, and federal regulations, requirements, and/or guidelines.
- d) The remediation plan shall be approved by the El Dorado County Environmental Management Department, and made a condition of approval of a tentative map for retail projects in the MC&FP Area (is one is sought), with full remediation to be completed prior to issuance of a final map. If a tentative map is not part of the application request, then the remediation plan shall be approved by the El Dorado County Environmental Management Department prior to issuance of a grading permit, with remediation to be completed prior to issuance of a building permit.
- e) A condition shall be placed on all tentative maps for Sundance Plaza [The Crossings] regarding hazardous materials. That condition will state that the project applicant shall prepare and have approved by the El Dorado County Environmental Management Department and/or other applicable state and local agencies, a remediation plan to address the hazardous materials identified in the 1990 Ebasco Environmental report, 1997 Youngdahl & Associates report, and electrical transformers, if proposed for disturbance or

relocation on the site. Full remediation shall occur in compliance with the remediation plan prior to the issuance of the first final map for each phase of development.

- f) If the electrical transformers on the El Dorado Villages Shopping Center are to be relocated, removed, or otherwise disturbed, then prior to issuance of a grading permit, the applicant shall coordinate with PG&E to have them properly removed, and, if they were leaking, the vicinity around the transformers shall be properly remediated. Prior to issuance of a grading permit, a letter, prepared by PG&E, shall be submitted to the El Dorado County Environmental Management Department stating that the transformers have been properly removed.

4.8.3 Hazards and Hazardous Materials Conclusion

It is expected that the impact conclusions for Hazards and Hazardous Materials would be similar to the previous MC&FP EIR, and that implementation of Mitigation Measure 4.17-1 and compliance with General Plan Policy 6.61.2 would reduce potential impacts to a less-than-significant level.

4.9 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
9. Hydrology and Water Quality. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	Draft EIR pp. 4.8-1 to 4.8-6 Impacts 4.8-2 and 4.8-3	No	No	Less than significant with mitigation (same)
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Draft EIR pp. 4.8-1 to 4.8-6 No impact discussion	No	No	N/A (less than significant)
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Draft EIR pp. 4.8-1 to 4.8-6 Impact 4.8-1	No	No	Less than significant with mitigation (same)
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Draft EIR pp. 4.8-1 to 4.8-6 Impact 4.8-1	No	No	Less than significant with mitigation (same)
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	Draft EIR pp. 4.8-1 to 4.8-6 Impact 4.8-1	No	No	Less than significant with mitigation (same)
f. Otherwise substantially degrade water quality?	Draft EIR pp. 4.8-1 to 4.8-6 Impacts 4.8-2 and 4.8-3	No	No	Less than significant with mitigation (same)
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Draft EIR pp. 4.8-1 to 4.8-2 No impact discussion	No	No	N/A (No impact)
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Draft EIR pp. 4.8-1 to 4.8-2 No impact discussion	No	No	N/A (No impact)
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Draft EIR pp. 4.7-37 Impact 4.7-8	No	No	Less than significant (same)
j. Inundation by seiche, tsunami, or mudflow?	Draft EIR page 4.9-11 No impact discussion	No	No	N/A (no impact)

4.9.1 Hydrology and Water Quality Discussion

a) Violate any water quality standards or waste discharge requirements?

MC&FP Phase I

Impacts 4.8-2 and 4.8-3 addressed potential water quality degradation from short-term construction activities and long-term operation. Regarding construction-related water quality, the EIR stated that grading in the MC&FP Area would remove vegetation, exposing the soil to erosion, particularly in steep areas. The exposed soils could be carried by storm runoff during the rainy season to downstream waters, namely Weber Creek, resulting in sedimentation. These increased sediment loads could substantially degrade water quality in downstream drains. In addition, the operation and maintenance of construction vehicles and equipment the loading and unloading of construction materials, and construction waste could release contaminants to the site that would be washed off by stormwater conveying discharges to the Weber Creek watershed. The EIR concluded that the increase in sediment loads and turbidity in local drains would be a significant short-term water quality impact. Implementation of Mitigation Measure 4.8-2 would reduce this impact to a less-than-significant level.

Regarding operation-related water quality, Impact 4.8-3 in the MC&FP EIR stated that the daily use of roads and parking areas could contribute vehicle oils and grease to the site's stormwater discharge. In commercial areas, stormwater runoff may convey a wide range of pollutants to receiving waters. Vehicles contribute oil, grease, and metals onto roads and parking lots. Excessive use of fertilizers, pesticides, and herbicides from landscaping can result in urban pollutants affecting water quality. The EIR stated that best management practices (BMPs), have been shown to be effective in reducing urban pollutant levels in stormwater. The EIR determined that, due to the increase in impervious surfaces and traffic trips for the MC&FP Area, a substantial increase in urban pollutants would gradually occur in the Weber Creek watershed, and the long-term water quality impact would be significant. Implementation of Mitigation Measure 4.8-3 would reduce this impact to a less-than-significant level.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. Future development projects associated with Phase II would be the same types of uses as those analyzed in the previous EIR. In addition, the roadway improvements would be similar to those analyzed in the previous EIR. The updated future land use projections and roadway improvements funded by Phase II would be located in the same area as previously analyzed. Therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would result in a similar significant impact related to water quality.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR, and this impact would be potentially significant. Mitigation Measures 4.8-2 and 4.8-3, or a similar measure, would reduce the magnitude of this impact to a less-than-significant level.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

MC&FP Phase I

Page 4.8-2 of the MC&FP EIR stated that no defined groundwater basins are located in El Dorado County. The County lies within the Central Nevada geomorphic province with groundwater located primarily in hard rock aquifers. Water can be found in stress fractures, joints, faults, and fractures caused by heating and

cooling in volcanic rock. The highest groundwater yields occur at shallow depths where fracturing is greatest. The EIR stated that the characteristics and depth of the groundwater at the MC&FP Area are difficult to predict without onsite drilling. No impact determination was made.

MC&FP Phase II

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. Given the geologic nature of the county, where water is typically found in rock fractures, very little data are available regarding the county's groundwater supplies. This makes it difficult to monitor trends and determine the quantity of groundwater available for future development (El Dorado County 2003). Because the MC&FP EIR included mitigation to reduce potential impacts of water demand (see Checklist Item 4.17(d)) and because the project would not affect a groundwater basin, it is expected that this impact would be less than significant. Additional environmental analysis would be required to confirm that the implementation of future retail uses and construction of roadway improvements would not affect groundwater recharge in the Plan Area.

Conclusion

It is expected that the conclusion for Phase II would be less than significant; however, additional environmental analysis may be required to confirm.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion or siltation?**

MC&FP Phase I

Impact 4.8-1 in the MC&FP EIR addressed runoff volume and stated that the roadway improvements and retail development in the MC&FP Area would increase impervious surfaces and runoff in the plan area. It stated that the increase in runoff quantity would be substantial in relation to existing runoff quantities and could contribute to downstream flooding on Weber Creek.

The EIR concluded that the increase in runoff quantity associated with retail development and roadway improvements in the MC&FP Area would be a potentially significant impact. Implementation of Mitigation Measure 4.8-1 would reduce this impact to a less-than-significant level.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. Future development projects associated with Phase II would be the same types of uses as those analyzed in the previous EIR. In addition, the roadway improvements would be similar to those analyzed in the previous EIR. The updated future land use projections and roadway improvements funded by Phase II would be located in the same area as previously analyzed. Therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would result in a similar significant impact related to runoff quantity.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR, and this impact would be potentially significant. Mitigation Measure 4.8-1 would reduce the magnitude of this impact to a less-than-significant level.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding?**

See the discussion under Checklist item 4.9(c), above.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

See the discussions under Checklist items 4.9(a) and (c), above.

f) Otherwise substantially degrade water quality?

See the discussion under Checklist item 4.9(a), above.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

MC&FP Phase I

The MC&FP EIR addresses flooding in the “Existing Conditions” discussion of Chapter 4.8, “Hydrology and Water Quality.” The EIR stated that, pursuant to the National Flood Insurance Program (NFIP), the Federal Emergency Management Agency (FEMA) develops flood risk data for use in insurance rating and floodplain management. Based on this data, FEMA prepares Flood Insurance Rate Maps (FIRMs) that delineate areas that are subject to inundation from a 100-year flood event. The EIR stated that FEMA had not delineated the 100-year floodplain for Weber Creek in the vicinity of the MC&FP Area. However, FEMA had delineated the 100-year floodplain for Weber Creek between Hangtown Creek, which flows into Weber Creek approximately 2 miles downstream of the Weber Creek (Highway 50) Bridge, and the South Fork of the American River.

MC&FP Phase II

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, the project would still result in new roadway improvements and new buildings in the Plan Area.

El Dorado County’s flood potential is primarily determined by the physical topography of the county and the runoff characteristics of the watersheds. The county ranges from approximately 200 to 10,900 feet above mean sea level (amsl). Because of the high elevation of much of the county, precipitation in these higher elevations is often in the form of snowfall, which melts over a long duration. Most of the watersheds within the county are dammed in the lower elevations. Because of a lack of extensive low-lying areas and a great deal of upland areas, the majority of El Dorado County is not subject to flooding (El Dorado County 2003). The Plan Area is located in Zone X (Federal Emergency Management Agency 2008); therefore, future construction of buildings would not be placed within a 100-year flood hazard area. It is expected that no impact would occur.

Conclusion

The updated future land use projections and additional roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road, and it is expected that no impact would occur.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

See the discussion under Checklist item 4.9(g), above.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

MC&FP Phase I

Impact 4.7-8 in the MC&FP EIR addressed the potential for flooding due to dam failure in the MC&FP Area. The EIR stated that there were three small reservoirs or ponds located within the MC&FP Area, and it stated

that the Plan Area is located on a gently sloping plateau and drainage basin divide with no significant upstream watersheds. The EIR stated that dams with artificial barriers 25 feet or more in height or which have an impounding capacity of 50 acre feet or more are under the jurisdiction of the State of California Department of Water Resources Division of Safety of Dams. The EIR stated that there were no artificial barriers 25 feet or more in height located generally upgradient from the MC&FP Area. Weber Dam, which is greater than 25 feet in height, is located on Weber Creek approximately 6.5 miles upstream from the Plan area. The EIR concluded that flooding impacts on future projects from a possible failure of Weber Dam were not likely because future project site are located approximately 200 feet in elevations higher than Weber Creek, in proximity of future project sites. The EIR also discussed two small ponds on the then-proposed Walmart project site. The EIR determined that the impact would be less than significant.

MC&FP Phase II

The County's Emergency Operations Plan contains dam failure plans for those dams that qualify for mapping. The individual dam facility plans located at the County Department of Emergency Services include a description of the dams, direction of flood waters, responsibilities and actions of individual jurisdictions, and evacuation plans. The updated future land use projections for Phase II and the roadway improvements funded by Phase II would be located in the same project area as previously analyzed in the MC&FP EIR, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. Additional changes to the proposed roadway improvements include a change to the Missouri Flat Road/US 50 Interchange from a single point urban interchange to a preferred design of a diverging diamond concept. Since preparation of the MC&FP EIR, the Walmart project has been completed. It is expected that this impact would remain less than significant.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR, and this impact would be less than significant.

j) Result in inundation by seiche, tsunami, or mudflow?

MC&FP Phase I

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, the project would still result in new roadway improvements and new buildings in the Plan Area. Tsunamis are large waves created by earthquakes, undersea landslides, or volcanic eruptions. Low-lying coastal areas such as tidal flats, marshes, and former bay margins that have been artificially filled are susceptible to inundation. The Plan Area is not at risk from tsunami. Additionally, because the Plan Area is distant from any large water bodies that could create seiche waves this issue is dismissed from further evaluation.

Conclusion

The updated future land use projections and additional roadway improvements funded by Phase II would be located in the same project area as previously analyzed, and it is expected that no impact would occur related to inundation by seiche, tsunami, or mudflow.

4.9.2 Hydrology and Water Quality MC&FP EIR Mitigation Measures

Applicable mitigation measures related to hydrology and water quality from the MC&FP EIR that would apply to the Phase II Project are reproduced below.

Mitigation Measure 4.8-1: Runoff Quantity (MC&FP Area)

The following mitigation measure is for the potentially significant impact of runoff quantity associated with development in the MC&FP Area, including the Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center projects.

- a) Prior to the approval of a tentative map, a project applicant for retail development or roadway improvements in the MC&FP Area, including the project applicants for Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center projects, shall submit and obtain approval of the project drainage report by the El Dorado County Department of Transportation. This drainage report shall demonstrate that post-development stormwater peak discharge levels from the project will remain at existing peak levels through the use of detention basins and that detention basins will be permanently maintained. The drainage report shall be prepared by a Certified Civil Engineer and shall be in conformance with the El Dorado County Drainage Manual adopted by the Board of Supervisors in March 1995. The project applicant shall be financially responsible for all stormwater drainage facility maintenance requirements. The drainage report shall include, at a minimum, written text addressing existing conditions, the effects of project improvements, all appropriate calculations, a watershed map, potential increases in downstream flows, proposed on-site improvements, and drainage easements, if necessary, to accommodate flows from the site.
- b) Specific measures shall be identified in the project drainage report to reduce stormwater discharge at the site's drainage culvert. These measures shall include a detention basin of adequate size to reduce peak discharge to pre-development levels. The detention basin may be incorporated into the parking lot design. If a detention basin is incorporated into the proposed parking lot, parking within the basin area shall be restricted during storm events through the placement of cones to ensure vehicles are not damaged by detained water. Maintenance of the detention basin and drainage facilities shall include semi-annual inspections to ensure facility integrity and debris removal as necessary.

Mitigation Measure 4.8-2: Short-Term Surface Water Quality Degradation (MC&FP Area)

New developments of generally 5 acres or greater are subject to a National Pollutant Discharge Elimination System (NPDES) permit. The purpose of the permit is to protect water quality from development that would discharge into Waters of the U.S. The need for an NPDES permit would be triggered with any application for development of five acres or greater in the MC&FP Area, and the development of Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center. In addition, private development projects are subject to the County of El Dorado Grading, Erosion and Sediment Control Ordinance (1991), which requires the submittal of an erosion control plan. The following mitigation measure is for the significant impact of short-term surface water quality degradation that would occur during the development of the MC&FP Area, and the Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center sites as individual projects:

- a) Prior to issuance of a grading permit for a retail or roadway improvement project of 5 acres or greater in the MC&FP Area, or for Sundance Plaza [The Crossings] or El Dorado Villages Shopping Center projects, the developer shall obtain from the California State Water Resources Control Board a General Construction Activity Stormwater Permit under the National Pollutant Discharge Elimination System (NPDES) and comply with all requirements of the permit to minimize pollution of stormwater discharges during construction activities.
- b) Prior to issuance of a grading permit for a retail or roadway improvement project in the MC&FP Area, or for Sundance Plaza [The Crossings] or El Dorado Villages Shopping Center projects, the project applicant shall submit to the Resource Conservation District and the El Dorado County Department of Transportation, for review and approval, an erosion control plan consistent with the County's Grading, Erosion and Sediment

Control Ordinance. The erosion control plan shall indicate that proper control of siltation, sedimentation and other pollutants will be implemented per NPDES permit requirements. The plan shall address storm drainage during construction and proposed BMPs (Best Management Practices) to reduce erosion and water quality degradation. All on-site drainage facilities shall be constructed to El Dorado County Department of Transportation specifications, as provided in El Dorado County's Drainage Manual (1995), Grading, Erosion and Sediment Control Ordinance (1991), and Design and Improvement Standards Manual (1990). BMPs shall be implemented throughout the construction process. The following BMPs will be implemented as necessary:

Soil Stabilization Practices

- ▲ Straw Mulching
- ▲ Hydromulching
- ▲ Jute Netting
- ▲ Revegetation
- ▲ Preservation of Existing Vegetation

Site Construction Practices

- ▲ Winterization
- ▲ Traffic Control
- ▲ Dust Control

Sediment Barriers

- ▲ Straw Bale Sediment Barriers
- ▲ Filter Fences
- ▲ Straw Bale Drop Inlet Sediment Barriers

Runoff Control in Slopes/Streets

- ▲ Diversion Dikes
- ▲ Diversion Sales
- ▲ Sediment Trap

Mitigation Measure 4.8-3: Long-Term Surface Water Quality Degradation (MC&FP Area)

The following mitigation measure is for the significant impact of long-term surface water quality degradation that would occur after the retail development and roadway improvements in the MC&FP Area, and the Sundance Plaza [The Crossings] and the El Dorado Villages Shopping Center as individual projects:

- a) The developers of retail projects in the MC&FP Area, and developers of Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center shall construct on-site detention basins. These basins shall be constructed at the commencement of grading, and be maintained throughout the construction period to receive stormwater runoff from graded areas to allow capture and settling of sediment prior to discharge to receiving waters.
- b) Prior to issuance of a grading permit for retail or roadway improvement projects in the MC&FP Area, and Sundance Plaza [The Crossings] and El Dorado Villages Shopping Center, the project applicant shall develop a surface water pollution control plan (i.e., parking lot sweeping program and periodic storm drain inlet clearing) to reduce long-term surface water quality impacts. Parking lot sweeping shall occur on a weekly basis, and storm drain inlet clearing shall occur semi-annually. The plan shall also include the installation of oil, gas and grease trap separators in the project parking lot. The project applicant shall develop a financial mechanism, to be approved by the El Dorado County Department of Transportation, which ensures the long-term implementation of the program.

4.9.3 Hydrology and Water Quality Conclusion

It is expected that the impact conclusions for Hydrology and Water Quality would be similar to the previous MC&FP EIR, and that the implementation of Mitigation Measures 4.8-1, 4.8-2, and 4.8-3 would reduce potential impacts to a less-than-significant level.

4.10 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
10. Land Use and Planning. Would the project:				
a. Physically divide an established community?	Draft EIR pp. 4.10-8 to 4.10-9 No impact discussion	N/A	N/A	N/A (Less than significant)
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Draft EIR pp. 4.2-1 to 4.2-21 Impacts 4.2-6 and 4.2-8	No	No	Less than significant (same)
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	N/A No impact discussion	N/A	N/A	N/A (No impact)

4.10.1 Land Use and Planning Discussion

a) Physically divide an established community?

MC&FP Phase I

This issue was not addressed in the MC&FP EIR. The cumulative discussion in the EIR addressed non-contiguous development and urban/suburban sprawl, and it noted that the General Plan EIR noted that the communities of El Dorado and Diamond Springs would eventually merge as the development in the community region, which includes the MC&FP Area, intensifies. Impact 4.2-6 noted, in a response to an NOP comment about maintaining Placerville as a “separate and distinct” community, that the MC&FP would be consistent with General Plan Objective 2.4.1 (Identification, maintenance, and enhancement of the unique identity of each existing community). It noted that Weber Creek would remain undeveloped and serves as a natural and distinctive physical boundary between Placerville and the Missouri Flat Area, and the physical separation would remain.

MC&FP Phase II

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. Relocation of Forni Road to the east side of the business located on the northeastern corner of the current intersection would not result in the division of an established community. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. However, the project would still result in new roadway improvements and new buildings in the Plan Area. While the Headington Road extension would introduce a new roadway segment onto undeveloped parcels between Missouri Flat Road and El Dorado Road, it would not result in physical division of an established community. Therefore, it is expected that this would be a less-than-significant impact.

Conclusion

The updated future land use projections and additional roadway improvements funded by Phase II would be predominately located in the same project area as previously analyzed, and the roadway improvements would not result in the physical division of an established community. It is expected that this would be a less-than-significant impact.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

MC&FP Phase I

Impact discussions throughout the MC&FP EIR address consistency with the County General Plan and County zoning designations. Impact 4.2-6 addresses consistency with the General Plan and states that the proposed Missouri Flat MC&FP would be consistent with the General Plan land use designations in the MC&FP Area, because retail development would occur only on land that is designated Commercial. Retail development would be required to comply with all applicable General Plan goals, objectives, and policies. The EIR stated that all proposed roadway improvements, with the exception of the proposed widening of Missouri Flat Road to six lanes between Highway 50 and the SPRR right-of-way and the proposed Headington Road extension were identified on the General Plan Circulation Map. The EIR stated that a proposed General Plan amendment would designate a six-lane roadway for this segment, which would provide General Plan consistency. This impact was considered less than significant. Impact 4.2-8 discussed zoning consistency and determined that implementation of the MC&FP would result in a less-than-significant impact related to zoning, because potential inconsistencies between the General Plan designations and zoning would be reconciled under the existing legal framework and because potential inconsistencies would not result in a substantial adverse change in the physical environment.

MC&FP Phase II

Future development under Phase II, along with the proposed roadway improvements funded by Phase II, would be located in developed areas that contain existing development, roadways, and US 50. The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. Since certification of the MC&FP EIR, the Sacramento Area Council of Governments (SACOG) approved the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy and the 2020 MTP Update. The MTP includes the Headington Road Extension from Missouri Flat to El Dorado, with a planned completion timeframe of 2036-2040. The General Plan Circulation Map includes Missouri Flat Road as a four-lane divided road. It is expected that this impact would remain less than significant.

Conclusion

The updated future land use projections and roadway improvements funded by Phase II would be predominately located in the same project area as previously analyzed. It is expected that this impact would remain less than significant.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

See the discussion under Checklist item 4.4(f), above.

Conclusion

The MC&FP Phase II project would not conflict with an adopted HCP or NCCP. There would be no impact.

4.10.2 Land Use and Planning MC&FP EIR Mitigation Measures

No mitigation measures were necessary to address land use and planning impacts.

4.10.3 Land Use and Planning Conclusion

It is expected that the impact conclusions for land use and planning would be similar to the MC&FP EIR, and these would be less-than-significant impacts.

4.11 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
11. Mineral Resources. Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Draft EIR page 4.7-10 Impact 4.7-9	No	No	Less than significant (same)
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Draft EIR page 4.7-10 Impact 4.7-9	No	No	Less than significant (same)

4.11.1 Mineral Resources Discussion

a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

and

b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

MC&FP Phase I

Mineral resources that have been documented in the vicinity of the MC&FP Area are chiefly placer in origin. The MC&FP Draft EIR stated that the project site is located in mineral resource zones MRZ-1, MRZ-3, and MRZ-4. These zones are defined respectively as: areas where there is little likelihood for the presence of significant mineral resources (MRZ-1); areas containing mineral deposits the significance of which cannot be evaluated from available data (MRZ-3); and area where available information is inadequate for assignment to any other mineral resource zone (MRZ-4). With the exception of placer deposits, the project area is located in a region where available geologic information indicates that there is little likelihood for the presence of mineral resources. A small volume of Tertiary gravels have been mapped adjacent to the MC&FP Area. The EIR determined that the presence of significant or economically viable placer gold deposits in the project area is unlikely. Impact 4.7-9 in the MC&FP EIR determined that the impact of development in the MC&FP Area resulting in loss of access to an undiscovered mining prospect is considered less than significant.

MC&FP Phase II

The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. The scale of the Missouri Flat Road interchange would be smaller than the previous project because it would not include the construction of auxiliary lanes on US 50 or the widening of the Weber Creek Bridge. It is expected that the conclusion for Phase II would be the same as for Phase I.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR and mineral resources impacts would be less than significant.

4.11.2 Mineral Resources MD&FP EIR Mitigation Measures

No mitigation measures were necessary to address mineral resources impacts.

4.11.3 Mineral Resources Conclusion

It is expected that the impact conclusions for Mineral Resources would be similar to the MC&FP EIR, and this impact would be less than significant.

4.12 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
12. Noise. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Draft EIR Setting pp. 4.6-1 to 4.5-10 Impacts 4.6-1, 4.6-3, 4.6-5, and 4.6-6	No	No	Less than significant with mitigation (same)
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	N/A No impact discussion	N/A	N/A	N/A (Less than significant)
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Draft EIR Setting pp. 4.6-1 to 4.5-10 Impacts 4.6-1, 4.6-3, 4.6-5, and 4.6-6	No	No	Less than significant with mitigation (same)
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Draft EIR Setting pp. 4.6-1 to 4.5-10 Impacts 4.6-1, 4.6-3, 4.6-5, and 4.6-6	No	No	Less than significant with mitigation (same)
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	N/A No impact discussion	N/A	N/A	N/A (Less than significant)
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	N/A No impact discussion	N/A	N/A	N/A (Less than significant)

4.12.1 Noise Discussion

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?**

MC&FP Phase I

Impacts 4.6-1 and 4.6-3 in the MC&FP EIR addressed potential noise impacts from temporary (construction) activities associated with future retail development and roadway improvements and from stationary sources associated with retail development. Short-term construction noise was found to exceed the County’s 60 dBA Ldn/CNEL noise standard. This was considered a potentially significant impact. Mitigation Measures 4.6-1 and 4.6-3 were recommended, which would reduce construction and stationary noise impacts to a less-than-significant level.

Impact 4.6-5 analyzed potential transportation noise impacts from MC&FP Phase I (Year 2005). Impact 4.6-6 addressed potential noise impacts associated with the traffic generated by retail development through Phase II. The EIR stated that sensitive receptors along the existing and new roadway segments could be exposed to noise levels that exceed the County's 60 dBA Ldn/CNEL standard for transportation noise. This was considered a potentially significant impact. Implementation of Mitigation Measures 4.6-1, 4.6-3, and 4.6-5 would reduce this impact to a less-than-significant level.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. Future development projects associated with Phase II would be the same types of uses as those analyzed in the previous EIR. In addition, the roadway improvements would be similar to those analyzed in the previous EIR. Therefore, the differences in the updated future land use projections and construction of roadway improvements funded by Phase II would not result in a change in circumstance or a change to the previous conclusions regarding noise effects. This would be a potentially significant impact, and Mitigation Measures 4.6-1, 4.6-3, and 4.6-5 would be required.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR and this impact would remain less than significant following implementation of Mitigation Measures 4.6-1, 4.6-3, and 4.6-5.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

MC&FP Phase I

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration. Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) or in millimeters per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings.

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration. This is based on a reference value of 1 micro inch per second. The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2018, Caltrans 2013).

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur to fragile buildings. Construction activities can generate sufficient ground vibrations to pose a risk to nearby structures. Constant or transient vibrations

can weaken structures, crack facades, and disturb occupants (FTA 2018:112, 113). The transportation improvements under Phase II would not entail the construction or operation of rail lines, nor would the roads be constructed using a material that would produce a rough surface that would generate high vibration levels. Therefore, construction activity would constitute the only sources of potential groundborne vibration.

Vibrations generated by construction activity can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations are generated by vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment.

Table 4.12-1 describes the general human response to different ground vibration-velocity levels.

Table 4.12-1 Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Notes: VdB = vibration decibels referenced to 1 μ inch/second and based on the root mean square (RMS) velocity amplitude.
 Source: FTA 2018:120

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County’s land use projections. Future development projects associated with Phase II would be the same types of uses as those discussed in the previous EIR and would not result in the generation of excessive groundborne vibration or noise levels. Site preparation and grading activities could require the use of construction equipment that could generate ground vibration.

Construction activities generate varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and, at high-levels, can cause annoyance and sleep disturbance. Project construction would include various types of equipment including excavators, cranes, loaders, trucks, and drills. The reference vibration levels shown in Table 4.12-2 indicate blasting would result in the highest levels of ground vibration and is therefore of greatest concern when evaluating construction-related vibration. It is not expected that blasting would be required for retail development within the Plan area.

Table 4.12-2 Representative Ground Vibration Levels of Construction Equipment

Equipment/Activity	Peak Particle Velocity at 25 feet (inches/second)	Approximate L _v (VdB) at 25 feet
Blasting	1.13	109
Large Dozer	0.089	87
Loaded Trucks	0.076	86
Rock Breaker	0.059	83
Jackhammer	0.035	79
Small Dozer	0.003	58

L_v = the root mean square velocity expressed in vibration decibels, assuming a crest factor of 4
 Source: FTA 2018

As compared to the previous MC&FP, implementation of Phase II would require less construction equipment. As such, construction-related vibration would be less.

Conclusion

Although vibration impacts were not previously evaluated, it would be expected that Phase II would not generate levels of vibration that would result in adverse impacts to human health or cause building damage because blasting and piling driving would not be a part of project construction, nor would Phase II introduce any stationary or mobile sources of significant vibration. This impact would be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

See the discussion under Checklist Item 4.12(a), above.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

See the discussion under Checklist Item 4.12(a), above, regarding construction noise effects.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

MC&FP Phase I

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

The Plan Area is approximately 2 miles from the Placerville Airport and is not located within the airport's Airport Influence Area, as defined in the *Placerville Airport Land Use Compatibility Plan* (Placer County 2012: Figure PLA-1). Similarly, the Plan Area is not located within the Placerville Airport Noise Zones.

Conclusion

Because the MC&FP Phase II Area is not located within an airport's influence area of noise zone, this impact would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

See the discussion under Checklist Item 4.12(e), above.

4.12.2 Noise MC&FP EIR Mitigation Measures

Applicable mitigation measures related to noise from the MC&FP EIR that would apply to the Phase II Project are reproduced below.

Mitigation Measure 4.6-1: Phase 1 (Year 2005) or Phase 2 (Through Year 2015) Short-term Construction Noise (MC&FP Area)

Construction activities shall be conducted in accordance with the County noise regulation or limited to the following hours and days:

- ▲ Between the hours of 7:00 a.m. and 7:00 p.m. on any weekday
- ▲ Between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays
- ▲ Prohibited on Sundays and holidays

At the time of the letting of the construction contract, it shall be demonstrated that engine noise from excavation equipment would be mitigated such that resultant noise levels do not exceed those provided in Table 6-2 of the General Plan by keeping engine doors closed during equipment operation. For equipment that cannot be enclosed behind doors, lead curtains shall be used to attenuate noise to levels that do not exceed the County's non-transportation noise standard (Table 6-2 of the General Plan).

Mitigation Measure 4.6-3: Phase I (Year 2005) or Phase 2 (Through Year 2015) Stationary Source Noise (MC&FP Area)

Implementation of the following mitigation measures would ensure that stationary source noise impacts associated with future retail development in the MC&FP Area are reduced to a less-than-significant level:

- ▲ Prior to the approval of future retail projects in the MC&FP Area, the County shall require that an acoustical analysis be performed where the development of a retail project could result in the exposure of noise-sensitive land uses to stationary source noise levels that exceed the applicable County noise standards, as provided in Table 6-2 of the General Plan.
- ▲ Where acoustical analysis determines that a retail project in the MC&FP Area would result in stationary source noise levels that exceed applicable County noise standards, the County shall require the implementation of noise attenuation measures that rely upon site planning and project design, such as modification of site plans and/or the use of setbacks. If these design-related mitigations are not sufficiently successful, then other measures such as sound barrier walls or noise berms shall be employed as necessary to reduce stationary source noise levels at proposed noise sensitive uses to conform with the applicable County standards, as provided in Table 4.6-2 of the General Plan.

Mitigation Measure 4.6-5: Phase 1 (Year 2005) Traffic Noise (MC&FP Area)

Implementation of the following mitigation measures would ensure that traffic noise impacts associated with Phase 1 future retail development in the MC&FP Area are reduced to a less-than-significant level:

- ▲ Prior to the approval of future retail projects in the MC&FP Area, the County shall require that an acoustical analysis be performed where the development of a retail project could result in the exposure of noise-sensitive land uses to traffic noise levels that exceed the applicable County noise standards as presented in Table 6-1 of the General Plan.
- ▲ Where acoustical analysis determines that a retail project in the MC&FP Area would contribute to traffic noise levels in excess of applicable County noise standards, the County shall require the implementation of noise attenuation measures that rely upon site planning and project design, such as modification of site plans and the use of setbacks. If these design-related mitigations are not sufficiently successful, then other measures such as sound barrier walls or noise berms shall be employed as necessary to reduce stationary source noise levels at proposed noise sensitive uses to conform with the applicable County standards, as provided in Table 4.6-2 of the General Plan.

Project applicants for individual retail projects in the MC&FP Area shall contribute on a fair-share basis to the funding of traffic noise attenuation measures, such as sound barriers, noise berms, or setbacks, required to ensure that traffic noise levels do not exceed applicable County standards, as presented in Table 6-1 of the General Plan. Each project's fair share shall be determined by the County, in consultation with the project applicant, based on the project's relative contribution to the traffic noise level.

4.12.3 Noise Conclusion

It is expected that impacts related to noise under Phase II would be similar to those described in the MC&FP EIR, and impacts would be less than significant or less than significant with mitigation.

4.13 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
13. Population and Housing. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Draft EIR pp. 1-5 to 1-6	No	No	Less than significant (same)
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Draft EIR pp. 1-5 to 1-6 Impact 4.2-4	No	No	Less than significant with mitigation (same)
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Draft EIR pp. 1-5 to 1-6 Impact 4.2-4	No	No	Less than significant with mitigation (same)

4.13.1 Population and Housing Discussion

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

MC&FP Phase I

As discussed on page 1-5 of the MC&FP EIR, the proposed MC&FP does not propose changes to existing El Dorado County General Plan land use designations or densities. The EIR explained that the project assumes retail uses and associated revenue generation from properties already designated “Commercial” on the El Dorado County General Plan land use map. The EIR determined that, since the MC&FP does not propose changes to existing land uses and requires retail development for the generation of funds for roadway improvements, it would not result in the generation of additional population or the creation of housing in the MC&FP Area. This was identified as a less-than-significant impact.

MC&FP Phase II

As explained in the Project Description of this checklist, the MC&FP Phase I assumed the development of 733,000 square feet of retail development from approximately 2008 to 2015. Phase I assumed that the retail development would generate revenues that would be applied towards specific roadway improvements. MC&FP Phase II is assumed to comprise an additional 768,000 square feet of major commercial and 242,000 square feet of minor commercial, with 378,000 square feet to be developed by 2040 and the remaining capacity developed thereafter. Land use projections have been updated to 2040 for the MC&FP Phase II, and these projections are consistent with the *El Dorado County General Plan* and within the County’s land use projections. Similar to Phase I, the MC&FP Phase II would not directly result in population or employment growth in El Dorado County. The roadway improvements would not extend roads, with the exception of the Headington Road improvement. As discussed in Section 2.8 of this Addendum’s project description, the traffic analysis indicates that eight of the 23 intersections studied are projected to operate at LOS F by 2040 without improvements, and physical improvements will be required to maintain an acceptable LOS. The proposed roadway projects would improve future operations under projected future buildout volumes and would not indirectly result in population or employment growth.

Conclusion

It is expected that the conclusion for Phase II would be less than significant for the reasons described in the MC&FP EIR.

b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

MC&FP Phase I

As discussed under Impact 4.2-4 in the MC&FP EIR, the proposed MC&FP Area included commercially-designated parcels that were in rural residential use. Retail development and roadway improvements in the MC&FP Area could result in the displacement of rural residences that are located on commercially-designated land. It was determined that the precise number of residences and associated residents that would be displaced would depend on where retail development ultimately occurs. The EIR stated that private development, such as retail projects, would afford private land owners with the choice of whether or not to sell their property. However, landowners affected by public roadway improvements may or may not have such a choice, depending on if the County employs eminent domain in the interest of greater public welfare. This was considered a potentially significant impact. Implementation of Mitigation Measure 4.2-4 would reduce the magnitude of this impact to a less-than-significant level.

MC&FP Phase II

As explained in the Project Description of this checklist, the MC&FP Phase I assumed the development of 733,000 square feet of retail development from approximately 2008 to 2015. Phase I assumed that the retail development would generate revenues that would be applied towards specific roadway improvements. MC&FP Phase II is assumed to comprise an additional 768,000 square feet of major commercial and 242,000 square feet of minor commercial, with 378,000 square feet to be developed by 2040 and the remaining capacity developed thereafter. Land use projections have been updated to 2040 for the MC&FP Phase II, and these projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. Mitigation 4.2-4 would be required. In addition, it should be noted that Federally-funded roadway projects would be required to comply with federal regulations related to environmental justice and displacement of existing uses.

Conclusion

It is expected that the conclusion for Phase II would be less than significant following mitigation measures for the reasons described in the MC&FP EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

See the discussion under Checklist Item 4.13(b), above.

4.13.2 Population and Housing Mitigation Measures

Applicable mitigation measures related to displacement of housing from the MC&FP EIR that would apply to the Phase II Project are reproduced below.

Mitigation Measure 4.2-4: Displacement of Residents (MC&FP Area)

To reduce potential impacts of public roadway improvements on the displacement of residents, the County shall purchase residences slated for removal under the project, based on fair market value to be determined in consultation with the affected property owner. The County shall pay, or reimburse for, reasonable relocation expenses incurred by inhabitants of residences slated for removal under such development. The amount of reasonable relocation expenses shall be determined by the County through coordination with the affected parties.

4.13.3 Population and Housing Conclusion

It is expected that the impact conclusions for Population, Employment and Housing would be similar to the MC&FP EIR, and these impacts would be less than significant and less than significant with mitigation.

4.14 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
14. Public Services.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any public services:				
i. Fire protection?	Draft EIR pp. 4.11-1 to 4.11-3 Impacts 4.11-4, 4.11-5, and 4.11-7	No	No	Less than significant with mitigation (same)
ii. Police protection?	Draft EIR pp. 4.12-1 to 4.12-2 Impact 4.12-2	No	No	Less than significant (same)
iii. Schools?	Draft EIR pp. 1-6 to 1-7	No	No	Less than significant (same)
iv. Parks?	Draft EIR p. 1-7	No	No	Less than significant (same)

4.14.1 Public Services Discussion

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

Fire protection?

MC&FP Phase I

Impact 4.11-4 in the MC&FP EIR addressed construction of fire protection services. It stated that the Fire District would be involved in processing inspection requests associated with Phases 1 and 2 of MC&FP Development. Although combined Phases 1 and 2 development could require additional staff time for plan review and fire inspections, the EIR stated that the increase would not be substantial. In addition, one-time developer fees and property tax revenue associated with increased retail development would generate revenue for the County and Fire District, which was expected to be sufficient to pay for the associated costs related to plan development. This was determined to be a less-than-significant impact. Impact 4.11-5 addressed long-term fire protection services. The EIR stated that retail uses in the MC&FP Area would be required to conform to the provisions of the UFC for all structures, including the installation of sprinklers and placement of fire hydrants. Project would be required to conform with established fire standards and provide funding via property taxes and developer fees and undergo established review procedures with the EI

Dorado Irrigation District (EID) The EIR determined that the necessary procedures and standards are in place to ensure that Phase 1 retail development assumed in the MC&FP Area would be constructed with adequate fire protection services, and this impact would be less than significant. Impact 4.11-7 stated that future development in the Plan Area would be subject to the General Plan's 8-minute to 80 percent of the population fire and 10-minute medical emergency response standards. It determined that development associated with the MC&FP Area could result in the reduction of response times to unacceptable levels during peak traffic hours, and this would be a potentially significant impact. Implementation of Mitigation Measure 4.11-3 would reduce the magnitude of this impact to a less-than-significant level.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. These proposed improvements are located at an existing intersection bounded by existing business and residential uses. Staffing levels and equipment have changed at the Fire District, as have the amount of traffic and congestion levels in the Plan Area. It is expected that the potentially significant impact on response levels would be similar under Phase II and implementation of Mitigation Measure 4.11-3 would reduce the magnitude of this impact to a less-than-significant level.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR, and the impact related to fire protection response times would be less than significant after implementation of mitigation.

Police protection?

MC&FP Phase I

Impact 4.12-2 in the MC&FP EIR addressed law enforcement services. It stated that demand for law enforcement services in the Missouri Flat Area would increase with development of Phases I and II of the MC&FP Area. Land uses would be altered by increasing retail uses and making roadway improvements. The EIR stated that the Sheriff's Department anticipated an increase in petty theft and car-related crimes. Although the Department did not have a formula for determining staffing needs for retail projects, the EIR states that one additional sworn deputy would be required to provide increase law enforcement coverage to the MC&FP Area. This was determined to be a less-than-significant impact.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be predominately located in the same project area as previously analyzed. Staffing levels and equipment have changed at the Sheriff's Department. It is expected that the less-than-significant impact on law enforcement services would be similar under Phase II.

Conclusion

It is expected that the conclusion for Phase II would be the same as the conclusion in the previous MC&FP EIR, and the impact related to law enforcement services would be less than significant.

Schools?

MC&FP Phase I

As discussed on page 1-6 of the MC&FP EIR, the proposed MC&FP does not propose changes to existing El Dorado County General Plan land use designations or densities. No residential development is proposed; therefore, direct demand for schools would not occur. The EIR discussed potential demand for schools that

could be generated indirectly from new employees or business owners who move to a region, and determined that the impact would be less than significant.

MC&FP Phase II

As explained in the Project Description of this checklist, the MC&FP Phase I assumed the development of 733,000 square feet of retail development from approximately 2008 to 2015. Land use projections have been updated to 2040 for the MC&FP Phase II, and these projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. Similar to Phase I, the MC&FP Phase II would not directly result in population or employment growth in El Dorado County and would not generate demand for school services.

Conclusion

It is expected that the conclusion for Phase II related to school impacts would be less than significant for the reasons described in the MC&FP EIR.

Parks?

MC&FP Phase I

As discussed on page 1-7 of the MC&FP EIR, the MC&FP Area is located within the Missouri Flat Area Planned Community, and development is subject to parkland standards, per the General Plan. The EIR determined that retail development assumed in the MC&FP would not result in an increase in population; therefore, it was determined that the impact on parks and recreation would be less than significant.

MC&FP Phase II

As explained in the Project Description of this checklist, the MC&FP Phase I assumed the development of 733,000 square feet of retail development from approximately 2008 to 2015. Land use projections have been updated to 2040 for the MC&FP Phase II, and these projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. Similar to Phase I, the MC&FP Phase II would not directly result in population or employment growth in El Dorado County.

Conclusion

It is expected that the conclusion for Phase II related to parks would be less than significant for the reasons described in the MC&FP EIR.

4.14.2 Public Services Mitigation Measures

Applicable mitigation measures related to public services from the MC&FP EIR that would apply to the Phase II Project are reproduced below.

Mitigation Measure 4.11-3: Phase 1 Response Times (MC&FP Area)

Prior to the approval of final subdivision maps, or in the case of no subdivision, issuance of building permits, for retail projects in the MC&FP Area, the Fire District shall assess a developer fee to purchase and install signal light pre-emption devices on all Fire District response vehicles. The project applicant for Sundance Plaza [The Crossings] shall pay the Fire District for the cost of purchase and installation of such devices, which shall be purchased and installed by the Fire District prior to the signalization of the Missouri Flat Road/Headington Road intersection, as proposed by the Sundance Plaza [The Crossings] project applicant. Project applicants for subsequent discretionary projects shall reimburse the Sundance Plaza [The Crossings] project applicant, on a fair-share basis, for the cost of such signal light pre-emption devices. Each project's fair-share shall be based on traffic contribution, as determined by the Fire District in consultation with the El Dorado County Department of Transportation.

4.14.3 Public Services Conclusion

The impact conclusions for public services would be similar to the MC&FP EIR, and these impacts would be less than significant and less than significant with mitigation. The conclusion for Phase II is the same as the conclusion in the previous MC&FP EIR.

4.15 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
15. Recreation.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Draft EIR p. 1-7	No	No	Less than significant (same)
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Draft EIR p. 1-7	No	No	Less than significant (same)

4.15.1 Recreation Discussion

No substantial change in the environmental and regulatory settings related to recreation, described in the Nishi Gateway Draft EIR Section 4.13, Public Services and Recreation, has occurred since certification of the EIR in February 2016.

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

See the discussion under Checklist item 4.14(iv), above. It is expected that this impact would be less than significant.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

MC&FP Phase I

As discussed on page 1-7 of the MC&FP EIR, the MC&FP Area is located within the Missouri Flat Area Planned Community, and development is subject to parkland standards, per the General Plan. The EIR determined that retail development assumed in the MC&FP would not result in an increase in population; therefore, it was determined that the impact on parks and recreation would be less than significant.

MC&FP Phase II

Similar to Phase I, the MC&FP Phase II would not directly result in population or employment growth in El Dorado County and would not result in an increased demand for recreational facilities. In addition, buildout of future projects under Phase II would not include the construction and use of recreational facilities.

Conclusion

The conclusion for Phase II related to recreational facilities remains less than significant for the reasons described in the MC&FP EIR.

4.15.2 Recreation MC&FP EIR Mitigation Measures

No mitigation measures were identified in the MC&FP EIR to address recreation.

4.15.3 Recreation Conclusion

The impact conclusions for Recreation are similar to the MC&FP EIR, and these would be less-than-significant impacts.

4.16 TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
16. Transportation/Traffic. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Draft EIR pp. 4.4-1 to 4.4-15 Impact 4.4-2	No	No	Short-term significant and unavoidable Long-term less than significant with mitigation (less than significant)
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Not addressed, no impact	No	No	NA
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Not addressed, no impact	No	No	NA (Less than significant)
d. Result in inadequate emergency access?	Draft EIR p. 4.11-3 No impact discussion	No	No	NA (Less than significant)

4.16.1 Transportation/Traffic Discussion

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

MC&FP Phase I

General Plan Level of Service Policies

Impact 4.4-2 in the MC&FP EIR addressed the potential effect from future retail development traffic on Plan Area intersections and roadway segments. The EIR stated that retail development traffic would increase delay; however, implementation of the MC&FP would provide funding to construct roadway improvements and improve traffic operations. The EIR stated that the El Dorado County General Plan identified specific roadways where peak hour LOS F operations are acceptable in the Year 2015; Missouri Flat Road (Highway 50 to Mother Lode Drive) and Missouri Flat Road (Mother Lode Drive to China Garden Drive) were two roadway segments listed. The County further acknowledged that, although certain roadways were found to acceptably operate at a lower LOS standard than otherwise required by the County, that the County would attempt to improve the road segments to a higher LOS by pursuing Goals 3.9 and 3.10 of the Circulation Element. The Missouri Flat Road improvement (six-lane widening) anticipated in the MC&FP would provide El Dorado County the opportunity to amend General Plan Policy 3.5.1.6 to eliminate Missouri Flat Road as one of the County roadways that was projected to operate as LOS F under Year 2015 conditions. The impact discussion also stated that the roadway segment analysis indicated that all analyzed roadway segments would operate at LOS E or better under Year 2015 conditions with implementation of Phase I and Phase II. Implementation of Mitigation Measure 4.4-2 was identified to reduce potential intersection impacts. The EIR stated that specific timing of the improvements in Mitigation 4.4-2 would depend on traffic growth at the intersection locations resulting from new development in the MC&FP Area. Because information about available funding could not be determined, the EIR stated that the potential exists that traffic volumes would warrant signalization but funding would not be available. This was determined to be significant under short-term conditions and less than significant with the incorporation of mitigation under long-term conditions.

Transit, Bicycle, and Pedestrian

Impact 4.4-2 in the MC&FP EIR addressed the El Dorado County transit system and bicycle and pedestrian system. It stated that implementation of the MC&FP would facilitate the development of new land uses and the construction of roadway improvements in the Missouri Flat Road area. Implementation of the MC&FP would not by itself cause changes to existing transit services or facilities, nor would it interfere with future transit services or facilities planned or required by El Dorado County because individual projects would be reviewed by County staff for consistency with the General Plan and for needed transit improvements. No transit system impacts were identified.

The EIR also stated that, other than sidewalks in some areas, the Plan area does not have existing bicycle or pedestrian facilities. The EIR noted that Class II bike lanes were planned in the El Dorado County Bikeway Master Plan (1979) along the entire length of Missouri Flat Road through the Plan area. It stated that the Missouri Flat Road improvements plans prepared by the County Department of Transportation for the MC&FP contain these planned bikeways plus sidewalks. The County would continue to apply policies 3.9.1.6, 3.11.2.3, and 3.11.2.4 of the General Plan to individual projects. Policy 3.11.2.3 encourages new development projects to provide separated routes for non-motorized traffic while policies 3.9.1.6 and 3.11.2.4 require developers to cooperate with the County in providing for the construction of bicycle support facilities and pedestrian and bicycle paths through and along the entire width of the property being developed. The EIR determined that no bicycle or pedestrian impacts would occur under Phases I or II.

MC&FP Phase II

General Plan Level of Service Policies

As noted under the discussion for “Air Quality,” changes to the CEQA Guidelines were adopted in December 2018. The new CEQA guidelines require that, as of July 1, 2020, all land use projects consider vehicle miles traveled (VMT) and not congestion (level of service) as the significance threshold for analyses and that transportation projects must be evaluated to determine if they would increase VMT. Additionally, under Public Resources Code subsection 21099(b)(2), “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment...”

The following discussion regarding compliance with County Level of Service policies is included to provide a comparison of Phase II against the MC&FP EIR, for informational purposes only. El Dorado County General Plan Policy TC-Xd provides LOS standards as follows:

Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2 [of the General Plan]. The volume to capacity [V/C] ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table.

All of the study intersections are located within the El Dorado/Diamond Springs Community Region and therefore are compared to the LOS E standard. The following three roadway segments in the project area are included in Table TC-2 [of the General Plan]:

Missouri Flat Road – U.S. Highway 50 to Mother Lode Drive [maximum V/C is 1.12 in Table TC-2]
 Missouri Flat Road – Mother Lode Drive to China Garden Road [maximum V/C is 1.20 in Table TC-2]
 Pleasant Valley Road – El Dorado Road to State Route 49 [maximum V/C is 1.28 in Table TC-2]

Land use projections have been updated to 2035 and 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County’s land use projections. Specific future land use assumptions were updated in the Missouri Flat area to account for known development projects including the proposed Crossings, Creekside Plaza, and Diamond Dorado shopping centers. They also included residential projects such as Piedmont Oaks and the Diamond Springs Village. The Public Safety complex on Industrial Drive was also added to the land use

assumptions. The updated future land use projections and roadway improvements funded by Phase II would be predominately located in the same project area as previously analyzed.

Future transportation projects include Diamond Springs Parkway, which would construct a new four-lane arterial roadway, and the widening of Missouri Flat Road to four total lanes between China Garden Road and Pleasant Valley Road (State Route 49 [SR 49]). The improvements also include the Headington Road extension between Missouri Flat Road and El Dorado Road and the installation of a traffic signal at the Missouri Flat Road intersection.

The traffic forecasts are based on the El Dorado County travel model, starting with the version used for the El Dorado County General Plan and Traffic Impact Mitigation Fee (TIMF). The model includes the road network and land use updates described above. The travel model provided traffic forecasts for a 2035 forecast year. The forecasts were further extrapolated to 2040 using an individual growth rate from the modeling for each road segment and intersection turn movement.

Traffic operations for all study intersections were evaluated using Highway Capacity Manual (HCM) methodologies (Table 1 of the HCM). Due to close intersection spacing, the traffic analysis for the four intersections at and adjacent to the U.S. 50 interchange at Missouri Flat Road (intersections 2, 3, 4 and 5) is based on simulation of individual vehicles using SimTraffic software, which considers progression through the intersections and potential queuing between intersections. The simulation analysis was conducted for the P.M. peak hour as it is the critical period for traffic volumes and access to retail development.

The traffic analysis indicates that eight of the 23 intersections studied are projected to operate at LOS F by 2040 without proposed project improvements. The future deficiencies include:

- ▲ Missouri Flat Road and U.S. 50 eastbound (EB) ramps
- ▲ Missouri Flat Road and Industrial Drive
- ▲ Missouri Flat Road and Enterprise Drive
- ▲ Pleasant Valley Road (SR 49) and Forni Road
- ▲ Pleasant Valley Road and SR 49 (west)
- ▲ Diamond Road and Diamond Springs Parkway (new intersection)
- ▲ El Dorado Road and U.S. 50 westbound (WB) ramps
- ▲ El Dorado Road and U.S. 50 EB ramps

The focused simulation analysis for the U.S. 50/Missouri Flat Road interchange concluded that lane striping, signal phasing and timing modifications may provide for LOS D or better operations at all intersections without physical improvements through 2035. By 2040, physical improvements will be required to maintain an acceptable LOS. The physical improvements proposed as part of MC&FP Phase II are described in the Project Description. They include widening of the current overpass structure, reconfiguration of the interchange as a diverging diamond interchange, and either relocation or turn restrictions at the intersection of Mother Lode Drive with Missouri Flat Road. The simulation analysis determined that:

- ▲ Traffic operations at the intersection of Missouri Flat Road and Industrial Drive would be improved to LOS C or better with the installation of a traffic signal as proposed in MC&FP Phase II.
- ▲ Traffic operations at the intersection of Missouri Flat Road and Enterprise Drive would be improved to LOS B or better with the installation of a traffic signal as proposed in MC&FP Phase II.
- ▲ Traffic operations at the intersection of Pleasant Valley Road and Forni Road would be improved to LOS B or better with the relocation of Forni Road, construction of an eastbound left-turn lane and installation of a traffic signal as proposed in MC&FP Phase II.
- ▲ Traffic operations at the intersection of Pleasant Valley Road and SR 49 (west) would be improved to LOS C or better with the installation of a traffic signal as proposed in MC&FP Phase II.

- ▲ Traffic operations at the intersection of Diamond Road and Diamond Springs Parkway would be improved to LOS D or better with revised striping of the eastbound intersection approach.
- ▲ Traffic operations at the intersections of El Dorado Road with the U.S. 50 westbound and eastbound ramps would be improved to LOS B or better with the proposed interchange improvements including installation of traffic signals as proposed in MC&FP Phase II.

Table 4.16-1 Intersection Operations

Intersection	Peak Hour	Existing (Future) Control	Existing	2040 without Project	Control with Project	2040 with Project
1. Missouri Flat Rd. & El Dorado Rd.	AM	Signal	B (19.9)	B (17.5)	Signal	B (17.0)
	PM		B (4.7)	B (17.5)		C (22.2)
2. Missouri Flat Rd. & Headington Rd.	AM	1-2 Way Stop (Signal)	B (13.7)	C (33.0)	Signal	C (31.3)
	PM		B (12.1)	D (43.2)		D (35.9)
3. Missouri Flat Rd. & Plaza Dr.*	AM	Signal	C (28.6)	n.a.	Signal	n.a.
	PM		D (38.7)	D (41.4)		C (27.3)
4. Missouri Flat Rd. & US 50 WB Ramps*	AM	Signal	C (31.8)	n.a.	Signal	n.a.
	PM		C (28.0)	C (25.6)		B (15.6)
5. Missouri Flat Rd. & US 50 EB Ramps*	AM	Signal	B (18.1)	n.a.	Signal	n.a.
	PM		C (23.3)	F (248.8)		B (11.6)
6. Missouri Flat Rd. & Mother Lode Dr.*	AM	Signal	B (11.4)	n.a.	Signal	n.a.
	PM		B (13.2)	C (21.8)		A (5.2)
7. Missouri Flat Rd. & Forni Rd.	AM	Signal	C (26.0)	C (23.5)	Signal	C (21.9)
	PM		C (28.3)	C (30.8)		C (29.4)
8. Missouri Flat Rd. & Golden Center Dr.	AM	Signal	B (10.2)	B (13.6)	Signal	B (14.8)
	PM		B (16.2)	C (28.2)		C (27.8)
9. Missouri Flat Rd. & Diamond Springs Pkwy.	AM	n.a. (Signal)	n.a.	D (44.8)	Signal	C (26.4)
	PM		n.a.	E (61.9)		C (33.1)
10. Missouri Flat Rd. & China Garden Rd.	AM	1-2 Way Stop	F (154.9)	C (23.4)	1-2 Way Stop	C (23.4)
	PM		F (116.4)	D (30.7)		D (30.7)
11. Missouri Flat Rd. & Industrial Dr.	AM	1-2 Way Stop	C (15.9)	C (18.8)	Signal	A (3.9)
	PM		C (21.8)	F (371.4)		C (29.0)
12. Missouri Flat Rd. & Enterprise Dr.	AM	1-2 Way Stop	C (23.2)	D (26.1)	Signal	A (7.5)
	PM		D (30.8)	F (74.3)		B (11.0)
13. Missouri Flat Rd. & Pleasant Valley Rd. (SR 49)	AM	Signal	B (14.2)	B (14.7)	Signal	B (14.4)
	PM		C (28.6)	C (24.9)		C (22.6)
14. Pleasant Valley Rd. (SR 49) & Commerce Way	AM	1-2 Way Stop	B (14.9)	B (14.6)	1-2 Way Stop	B (14.6)
	PM		C (15.9)	C (17.8)		C (17.8)
15. Pleasant Valley Rd. (SR 49) & Forni Rd.	AM	1-2 Way Stop	E (36.2)	F (143.1)	Signal	B (17.5)
	PM		B (14.8)	C (22.7)		B (17.7)
16. Pleasant Valley Rd. & SR 49 (West)	AM	All-Way Stop	E (47.3)	F (126.4)	Signal	C (27.4)
	PM		C (20.7)	F (194.8)		C (25.9)

Table 4.16-1 Intersection Operations

Intersection	Peak Hour	Existing (Future) Control	Existing	2040 without Project	Control with Project	2040 with Project
17. Pleasant Valley Rd. (SR 49) & China Garden Rd.	AM	1-2 Way Stop	C (20.9)	C (17.9)	1-2 Way Stop	C (17.9)
	PM		D (25.6)	D (25.4)		D (25.4)
18. Pleasant Valley Rd (SR 49) & Diamond Rd/Fowler Ln.	AM	Signal	C (28.2)	C (27.2)	Signal	C (28.4)
	PM		C (23.1)	D (45.2)		D (42.8)
19. Diamond Rd. & Black Rice Ln./Lime Kiln Rd.	AM	1-2 Way Stop	B (13.1)	C (15.9)	1-2 Way Stop	C (15.9)
	PM		C (21.8)	C (16.0)		C (16.0)
20. Diamond Rd. & Diamond Springs Pkwy.	AM	n.a.	n.a.	E (58.2)	Signal	C (26.4)
	PM	(Signal)	n.a.	F (99.9)		D (35.4)
21. Diamond Rd. & Bradley Dr.	AM	1-2 Way Stop	B (11.1)	C (17.3)	1-2 Way Stop	C (17.3)
	PM		B (13.1)	E (48.4)		E (47.8)
22. El Dorado Rd. & US 50 WB Ramps	AM	1-2 Way Stop	C (21.5)	F (54.3)	Signal	A (7.8)
	PM		C (17.0)	F (179.4)		B (10.5)
23. El Dorado Rd. & US 50 EB Ramps	AM	1-2 Way Stop	C (15.6)	F (50.4)	Signal	B (11.7)
	PM		C (15.5)	F (183.4)		B (15.4)

Level of Service (Delay in Seconds).

For Signal and All-Way Stop, delay is average for all vehicles. For 1-2 Way Stop, delay is for highest delay movement.

Bold and shaded cells indicate that delays and LOS exceed the County or State's operational threshold

* Analyzed using SimTraffic micro-simulation. Simulation conducted for PM peak hour only.

Source: Kittelson & Associates 2019

Transit, Bicycle, and Pedestrian

El Dorado Transit provides public transportation services in the Plan area and operates several bus routes on roads that would be affected by the improvements funded under MC&FP Phase II. The Missouri Flat Transfer Center is located on Missouri Flat Road near the intersection with Forni Road. The Sacramento Commuter route operates on U.S. 50, Missouri Flat Road, Forni Road, Pleasant Valley Road and Enterprise Drive. The 30 Diamond Springs route operates on Missouri Flat Road, Pleasant Valley Road and Mother Lode Drive. The 20, 50 and 60 routes operate on Missouri Flat Road between U.S. 50 and the Missouri Flat Transfer Center. The improvements funded under MC&FP Phase II would decrease vehicle delays (as described in section 4.16.1.a) and improve safety at several of the intersections used by these bus routes, thereby helping to improve public transit reliability and safety.

The El Dorado County Bicycle Master Plan was adopted in January 2005. The El Dorado County Transportation Commission adopted the 2010 El Dorado County Bicycle Transportation Plan on December 2, 2010 to update the 2005 Plan. The 2010 Plan lists Class II bike lanes on Missouri Flat Road from US 50 to the Southern Pacific Transportation Corridor (SPTC) right-of-way on the list of improvements to the bicycle transportation system completed since the 2005 Plan. The 2010 Plan's list of proposed Tier 1 improvements includes Class II bike lanes from Campus Drive to the existing Class II lanes on the south side of US 50 and from the SPTC near Wal-Mart to Pleasant Valley Road. Finally, the County is in the process of developing an Active Transportation plan, in collaboration with the City of Placerville.

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the El Dorado County General Plan and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the

requisite offsite roadway improvements at SR 49 and Forni Road. Staffing levels and equipment have changed at the Fire District, as have the amount of traffic and congestion levels in the Plan Area. It is expected that impacts related to transit, bicycle, and pedestrian facilities would be similar to the previously identified impacts because implementation of General Plan policies related to future projects and roadway improvements would still be required.

Conclusion

Transportation/Traffic MC&FP EIR Mitigation Measure 4.4-2, related to transportation/traffic, would not apply to Phase II because the measure has been implemented. The conclusion for Phase II as it relates to transit, bicycle, and pedestrian impacts would be the same as the conclusion in the previous MC&FP EIR; thus, these impacts would be less than significant. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR remain valid and no further analysis is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

When Senate Bill 743 was signed into law in 2013, it included new California Environmental Quality Act (CEQA) language concerning the evaluation of transportation impacts. The addition of Public Resources Code (PRC) Section 21099 to CEQA required the Governor's Office of Planning and Research (OPR) to develop new CEQA guidelines establishing criteria "for determining the significance of transportation impacts" that use vehicle miles traveled (VMT), or a similar metric, instead of measures of congestion or delay, such as level of service (LOS). As stated in PRC Section 21099[b][2] of CEQA, "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment..."

OPR developed a new CEQA guideline, California Code of Regulations (CCR) Section 15064.3, "Determining the Significance of Transportation Impacts," which implemented PRC Section 21099; this guideline was adopted in December 2018. CCR Section 15064.3(b)(2) addresses criteria for analyzing the transportation impacts of transportation projects. This section states that "[t]ransportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements." Additionally, CCR Section 15064.3(c) states that "[t]he provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide."

SB 743 was passed in 2013, subsequent to the certification of the MC&FP EIR in 1998. Therefore, consistent with industry standards and the County General Plan goals and policies at the time, automobile delay was the primary metric used to evaluate the project's CEQA transportation impacts. At the time of certification of the MC&FP EIR, VMT was not a metric commonly used to analyze transportation impacts under CEQA. However, because information was known about the impact of VMT on the environment (i.e., greenhouse gas emissions and air quality) at the time the 1998 MC&FP EIR was prepared, it could have been evaluated in the transportation chapter of the EIR at that time. Therefore, the shift from automobile delay to VMT as the primary metric used to analyze transportation impacts under CEQA, as dictated by CEQA Guidelines Section 15064.3, does not constitute "new information" as defined in CEQA Guidelines Section 15162.

As stated in the CEQA Guidelines Section 15064.3(c), beginning on July 1, 2020 the provisions of the section shall apply statewide. Thus, local agencies have an opt-in period until July 1, 2020 to implement the updated guidelines. The County has yet to formally adopt any CEQA significance thresholds related to VMT, and the MC&FP Phase II will be presented to the Board of Supervisors for approval prior to the July 1, 2020 deadline for implementation of the updated CEQA Guidelines as they relate to Section 15064.3. No new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR remain valid and no further analysis is required.

c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

MC&FP Phase I

The MC&FP EIR does not discuss the increase of hazards due to a design feature or incompatible uses. However, transportation projects are required to be constructed and conform to all applicable roadway design and safety standards in place at the time of construction.

MC&FP Phase II

All proposed improvements associated with MC&FP Phase II would be constructed in accordance with applicable County and Caltrans design and safety standards. Thus, Phase II would not increase hazards due to a design feature or incompatible uses. Additionally, several proposed improvements included in MC&FP Phase II would improve current roadway safety hazards, such as the implementation of a left-turn lane and signal at the intersection of Forni Road and Pleasant Valley Road. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR remain valid and no further analysis is required.

d) Result in inadequate emergency access?

MC&FP Phase I

Impact 4.11-7 in the MC&FP EIR stated that future development in the Plan Area would be subject to the General Plan's 8-minute to 80 percent of the population fire and 10-minute medical emergency response standards. It stated that the El Dorado County Department of Transportation indicated that all roadway improvements within the MC&FP Area would be designed to include minimum 8-foot wide shoulders, and these areas would be of adequate width to accommodate passage of emergency vehicles (fire trucks, ambulance, sheriff patrol vehicles) in instances of gridlock. The EIR stated that, although emergency vehicles could maneuver around stopped cars, the Fire District would use roadway shoulders only as a last resort due to the potential for collisions with cars. Further, use of roadway shoulders, or on-coming traffic lanes as a means to bypass stopped traffic would result in a reduction of response times. Implementation of Mitigation Measure 4.11-3 would reduce the magnitude of this impact to a less-than-significant level.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II, and these projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be predominately located in the same project area as previously analyzed. It is expected that the potentially significant impact on response levels would be similar under Phase II. In addition, the road improvements funded by Phase II would reduce vehicle delays at several locations (as described in section 4.16.1.a) and thereby help to reduce response times for emergency vehicles using those routes.

As noted in the MC&FP EIR, projects would be subject to General Plan Policy 5.7.1.1 (Prior to approval of a new development, the applicant will be required to demonstrate that adequate emergency water supply, storage, conveyance facilities, and access for fire protection either are or will be provided concurrent with development.); Policy 6.2.3.1 (As a requirement for approving new development, the applicant must demonstrate that, concurrent with development, adequate emergency water flow, fire access, and fire-fighting personnel and equipment will be provided in accordance with applicable State and local fire district standards.), and Policy 6.2.3.2 (As a requirement for new development, the applicant must demonstrate that adequate access exists, or can be provided to ensure that emergency vehicles can access the site and private vehicles can evacuate the area.). Mitigation Measure 4.11-7, which focused on providing signal light pre-emption devices on Fire District response vehicles, would not be applicable for this impact. It is expected that this impact would be less than significant with compliance with General Plan policies.

Conclusion

Compliance with General Plan policies, as detailed above, would ensure adequate emergency access. Therefore, no new significant impacts or substantially more severe impacts to emergency access are expected. The findings of the certified MC&FP EIR remain valid and no further analysis is required.

4.16.2 Transportation/Traffic MC&FP EIR Mitigation Measures

Applicable mitigation measures related to transportation/traffic from the MC&FP EIR are reproduced below. The measure related to improvements at the Missouri Flat Road/El Dorado Road intersection would not apply to Phase II because the measure has been implemented.

Mitigation Measure 4.4-2: Phases 1 and 2 (Through Year 2015) Intersection Operations (MC&FP Area)

Project applicants for development projects in the MC&FP area shall be responsible for improvements to the following intersections:

Missouri Flat Road/El Dorado Road – install a traffic signal and construct exclusive eastbound and westbound left-turn lanes on the Missouri Flat Road approaches.

El Dorado Road/Mother Lode Drive – install a traffic signal and construct exclusive northbound and southbound left-turn lanes on the El Dorado Road approaches.

4.16.3 Transportation/Traffic Conclusion

The impact conclusions for Transportation/Traffic would be similar to those identified in the MC&FP EIR, and impacts would be less than significant or less than significant with mitigation. Previously-identified short-term significant and unavoidable impacts may be reduced to a less-than-significant level, depending on mitigation timing.

4.17 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the MC&FP DEIR	Do Any Project Changes or New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Showing New or Substantially More Severe Significant Impacts?	MC&FP EIR Conclusion (and MC&FP Phase II Impact Conclusions)
17. Utilities and Service Systems. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Draft EIR pp. 4.13-1 to 4.13-4 Impact 4.13-3, 4.13-5	No	No	Less than significant with mitigation (same)
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Draft EIR pp. 4.13-1 to 4.13-4, 4.14-1 to 4.14-18 Impacts 4.13-2, 4.13-3, 4.13-4, 4.14-4, 4.14-5	No	No	Less than significant with mitigation (same)
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Draft EIR pp. 4.8-1 to 4.8-6 Impact 4.8-1	No	No	Less than significant with mitigation (same)
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Draft EIR pp. 4.14-1 to 4.14-18 Impacts 4.14-2, 4.14-6	No	No	Less than significant with mitigation (same)
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Draft EIR pp. 4.13-1 to 4.13-4 Impacts 4.13-2, 4.13-3, 4.13-4	No	No	Less than significant with mitigation (same)
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Draft EIR pp. 4.15-1 to 4.15-4 Impacts 4.15-2, 4.15-4	No	No	Less than significant (same)
g. Comply with federal, state, and local statutes and regulations related to solid waste?	Draft EIR pp. 4.15-1 to 4.15-4 Impact 4.15-2	No	No	Less than significant (same)
h. Result in an environmental impact from the wasteful, inefficient, and unnecessary consumption of energy resources, during project construction or operation?	N/A	N/A	N/A	N/A (Less than significant)

4.17.1 Utilities and Service Systems Discussion

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

MC&FP Phase I

Impact 4.13.-3 in the MC&FP EIR addressed wastewater treatment in the MC&FP Area through year 2015. It determined that the Deer Creek Wastewater Treatment Plant would not have sufficient capacity to accommodate wastewater flows from buildout of Phases 1 and 2 of the MC&FP. The EIR stated that EID was

in the process of planning to expand capacity of the DCWWTP from 2.5 mgd to 3.6 mgd. Mitigation Measure 4.13-3, which requires implementation of Mitigation Measure 4.13-1, would reduce this potential impact to a less-than-significant level.

MC&FP Phase II

As explained in Section 5.5, Water Resources, of the El Dorado County 2003 General Plan EIR, the Deer Creek WWTP was expanded in 1996 to an ADWF of 3.6 mgd. The DCWWTP has a rated ADWF capacity of 3.6 million gallons per day (El Dorado County 2003). The roadway improvements would not result in an ongoing demand for water or wastewater treatment and would not generate a demand for additional water supply. Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. It is expected that the impact under Phase II would be similar, and Mitigation Measure 4.13-1 would be required to reduce this impact to a less-than-significant level.

Conclusion

Mitigation Measure 4.13-1 would be required to reduce the magnitude of the impact to a less-than-significant level, and it is expected this impact would be similar the previously-discussed impact and would be less than significant after mitigation.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

MC&FP Phase I

See the discussion under item a), above, for a discussion of wastewater treatment facilities.

Impact 4.14-5 in the MC&FP EIR states that additional water distribution infrastructure would be necessary to serve individual retail sites in the MC&FP Area. It stated that, to determine what site-specific improvements would be needed, individual project applicants must go through the Water Procurement Process with EID, as specified in EID Policy Statement No. 22, to have approval of the water and distribution/facility improvements. The EIR stated that it was anticipated that each of the known and future MC&FP retail projects would provide water infrastructure to sufficiently serve the projects. However, because projects had not yet been approved by EID, the EIR determined that the impact to water infrastructure would be potentially significant. Implementation of Mitigation Measure 4.14-5 would reduce the magnitude of this impact to a less-than-significant level.

Conclusion

Mitigation Measure 4.14-5 would be required to reduce the magnitude of the impact to a less-than-significant level, and it is expected this impact would be similar the previously-discussed impact and would be less than significant after mitigation.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

See the discussions under Checklist items 4.9(a) and (c), above.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

MC&FP Phase I

Impact 4.14-2 in the MC&FP EIR discussed the provision of water to serve the MC&FP Area. It determined that retail development in the MC&FP Area would increase annual water demand within the EIR's service area. It stated that this would be a potentially significant impact because retail development assumed within the MC&FP Area would compete for water supply throughout EID's district and EIR needed additional water

to serve future planned growth. Mitigation Measure 4.14-2 would reduce the magnitude of this impact to a less-than-significant level.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be located in the same project area as previously analyzed, with the exception of the requisite offsite roadway improvements at SR 49 and Forni Road. The roadway improvements would not result in a demand for water. It is expected that this impact would be similar to the previous conclusion. Additional environmental analysis would be required to confirm this.

Conclusion

It is expected that the conclusion for Phase II would be similar as Phase I, and the impact would be less than significant with the implementation of mitigation. Additional environmental analysis will be required to confirm this.

- e) **Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?**

See the discussion under Checklist item 4.17 (a), above.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

MC&FP Phase I

Impact 4.15-2 in the MC&FP EIR discussed the provision of solid waste service and landfill capacity to serve the MC&FP Area. It determined that no additional staff or equipment would be necessary to provide solid waste service, and sufficient landfill capacity would be available in Year 2015 to meet the demand for the projects. In addition, redirected waste from Phase 1 and Phase 2 implementation could be accommodated at the Western El Dorado Recovery Systems Inc. MRF in the Diamond Springs area. It was determined that this would be a less-than-significant impact.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the *El Dorado County General Plan* and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be predominately located in the same project area as previously analyzed. The roadway improvements would not result in an ongoing generation of solid waste. The County's Solid Waste Management Ordinance (No. 4525) governs the accumulation, storage, collection, and disposal of solid waste generated on residential, commercial, and industrial properties within El Dorado County. The ordinance includes prohibitions and permit requirements for specific activities (El Dorado County 2003).

Since preparation of the MC&FP EIR, the County increased its diversion rate to above 50 percent by 2006 (NewPoint Group 2008). The County is served by two material recovery facilities: in addition to the Diamond Springs MRF (Waste Connections), the South Tahoe Refuse Transfer Station is located in South Lake Tahoe. Landfills serving El Dorado County waste haulers include Forward Landfill in Manteca, Kiefer Landfill in Sacramento, and Lockwood Landfill in Nevada. Because of the increased rate of waste diversion and the increase in the number of landfills receiving solid waste from the County, it is expected that this impact would remain less than significant.

Conclusion

It is expected that the conclusion for Phase II would be similar as Phase I, and the solid waste impact would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

See the discussions under checklist item 4.17(f), above.

h) Result in an environmental impact from the wasteful, inefficient, and unnecessary consumption of energy resources, during project construction or operation?**MC&FP Phase I**

This issue was not addressed in the MC&FP EIR.

MC&FP Phase II

Land use projections have been updated to 2040 for the MC&FP Phase II (Table 2-1 in the Project Description). These projections are consistent with the El Dorado County General Plan and within the County's land use projections. The updated future land use projections and roadway improvements funded by Phase II would be predominately located in the same project area as previously analyzed. The MC&FP EIR evaluated energy impacts associated with the MC&FP plan in Impacts 4.16-2 and 4.16-3; however, the criteria used pertained to the availability of electrical supply to the MC&FP plan area as well as consistency with the El Dorado County General Plan.

The MC&FP EIR states “[Pacific Gas and Electric] has indicated that it would be able to extend service to project within the MC&FP Area from existing infrastructure, with upgrades, with no anticipated hardships” (El Dorado County 1998:4.16-5). Based on input provided by PG&E, it would be expected that the construction and operation of Phase II could be adequately supplied by electricity and natural gas services where needed. Future retail land uses constructed in Phase II would comply with the energy standards contained in the most recent/applicable version of the California Energy Code. Energy supplied to future retail would also be sourced by PG&E which is statutorily required to achieve a target of 33 percent renewable energy by 2020, 60 percent renewable by 2030, and 100 percent carbon free by 2045. Additionally, as discussed above under the Greenhouse Gas Emissions discussion, the federal CAFE Standards, which were passed in 2012, have resulted in improved fuel efficiency countrywide as car manufacturers comply with the increasingly more stringent standards. State regulations also continue to reduce GHGs from the mobile sector. Triennial updates to the California Energy Code have resulted in substantial reductions in energy demand from new development.

Conclusion

Although energy was not quantified previously, it is expected that Phase II would generate less energy demand comparatively to what was analyzed in the MC&FP. Implementation of Phase II would not result in an environmental impact from the wasteful, inefficient, or unnecessary consumption of energy because it would be consistent with the growth projections of the El Dorado County General Plan and would be served by electricity that complies with the Renewable Portfolio Standard. This impact would be less than significant.

4.17.2 Utilities MC&FP EIR Mitigation Measures

Applicable mitigation measures related to utilities from the MC&FP EIR that would apply to the Phase II Project are reproduced below.

Mitigation Measure 4.8-1: Runoff Quantity (MC&FP Area)

- a) Prior to the approval of a tentative map, a project applicant for retail development or roadway improvements in the MC&FP Area, including the project applicants for Sundance Plaza [The Crossings] and El Dorado

Villages Shopping Center projects, shall submit and obtain approval of the project drainage report by the El Dorado County Department of Transportation. This drainage report shall demonstrate that post-development stormwater peak discharge levels from the project will remain at existing peak levels through the use of detention basins and that detention basins will be permanently maintained. The drainage report shall be prepared by a Certified Civil Engineer and shall be in conformance with the El Dorado County Drainage Manual adopted by the Board of Supervisors in March 1995. The project applicant shall be financially responsible for all stormwater drainage facility maintenance requirements. The drainage report shall include, at a minimum, written text addressing existing conditions, the effects of project improvements, all appropriate calculations, a watershed map, potential increases in downstream flows, proposed on-site improvements, and drainage easements, if necessary, to accommodate flows from the site.

- b) Specific measures shall be identified in the project drainage report to reduce stormwater discharge at the site's drainage culvert. These measures shall include a detention basin of adequate size to reduce peak discharge to pre-development levels. The detention basin may be incorporated into the parking lot design. If a detention basin is incorporated into the proposed parking lot, parking within the basin area shall be restricted during storm events through the placement of cones to ensure vehicles are not damaged by detained water. Maintenance of the detention basin and drainage facilities shall include semi-annual inspections to ensure facility integrity and debris removal as necessary.

Mitigation Measure 4.13-1: (Through Year 2015) Wastewater Treatment (MC&FP Area)

At the time of final map approval or, in those cases where subdivision maps are not proposed with the project, issuance of building permits for retail projects in the MC&FP Area, project applicants shall pay Facility Capital Charges as required by EIR. The fees provide for the project's contribution to increased sewage flows at the wastewater treatment plant as well as infrastructure improvements that may be required as a result of the project's proportional increase in sewage flows.

Prior to issuance of occupancy permits for retail projects in the MC&FP Area, the project applicants or their successors in interest shall demonstrate to the County through written correspondence or notification from EIR that EIR has adequate infrastructure and treatment capacity to accommodate the increase in wastewater flow attributable to such projects.

Mitigation Measure 4.14-2: Phases 1 and 2 (Through Year 2015) Water Consumption (MC&FP Area, El Dorado Villages Shopping Center)

Prior to the approval of a final subdivision map or, in those instances where subdivision maps are not proposed with the project, issuance of building permits for retail projects in the MC&FP Area or for El Dorado Villages Shopping Center, project applicants shall obtain water meters or equivalent water guarantees from EID or other governing water purveyor in the MC&FP Area. This mitigation measure shall be applied as a mitigation measure or condition of approval for each retail development project in the MC&FP Area, and for El Dorado Villages Shopping Center.

In addition, no grading permit shall be issued for a retail project, or any portion thereof, assumed in Phases 1 or 2 of the MC&FP or for El Dorado Villages Shopping Center, unless and until the landowner has reached final agreement with EID regarding fully vested right to water service to the portion of the project site affected by, the grading permit.

Mitigation Measure 4.14-5: Phases 1 and 2 (Through Year 2015) Water Distribution (MC&FP Area, Sundance Plaza, El Dorado Villages Shopping Center)

Prior to approval of a final subdivision map or, in those instances where subdivision maps are not proposed with the project, issuance of building permits for retail projects in the MC&FP Area, or for Sundance Plaza [The Crossings] or El Dorado Villages Shopping Center, project applicants shall prepare an FPR in accordance with the requirements of EID or other governing water purveyor in the MC&FP Area, and obtain approval of the FPR for the provision of water distribution facilities. This mitigation measure shall be applied as a mitigation

measure or condition of approval for each retail development project in the MC&FP Area, for Sundance Plaza [The Crossings], and for El Dorado Villages Shopping Center. Prior to issuance of building permits, the FPR specifications shall be incorporated into the improvement plans for each retail project within the MC&FP Area.

Prior to the approval of a final subdivision map or, in those instances where subdivision maps are not proposed with the project, issuance of building permits for retail projects in the MC&FP Area or for Sundance Plaza [The Crossings] or El Dorado Villages Shopping Center, El Dorado County shall assure that mitigation measures provided in Sections 4.3 (Visual Resources), 4.5 (Air Quality), 4.6 (Noise), 4.7 (Earth Resources), 4.9 (Biological Resources), and 4.10 (Cultural Resources) that are to be implemented prior to the approval of a final subdivision map or, in those instances where subdivision maps are not proposed with the project, issuance of building permits for retail projects in the MC&FP Area are fully implemented.

4.17.3 Utilities and Service Systems Conclusion

It is expected that the impact conclusions for Utilities and Service Systems would be similar to the previous MC&FP EIR, and impacts would be less than significant or less than significant with mitigation. With respect to environmental impacts resulting from the wasteful, inefficient, or unnecessary consumption of energy, which was not previously analyzed in the MC&FP EIR, implementation of Phase II would have a less-than-significant impact.

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