



## COUNTY OF EL DORADO PLANNING COMMISSION

Building C Hearing Room  
2850 Fairlane Court, Placerville, CA 95667  
<http://www.edcgov.us/planning>  
Phone: (530) 621-5355 Fax: (530) 642-0508

Rich Stewart, Chair, District 1  
Dave Pratt, First Vice-Chair, District 4  
Brian Shinault, Second Vice-Chair, District 5  
Gary Miller, District 2  
Tom Heflin, District 3

Char Tim ..... Clerk of the Planning Commission

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### MINUTES

**Regular Meeting**  
**July 9, 2015 – 8:30 A.M.**

#### CALL TO ORDER

Meeting was called to order at 8:32 a.m. Present: Commissioners Stewart, Miller, Heflin, and Pratt; David Livingston-County Counsel; and Julie Saylor-Planning Services.

#### ADOPTION OF AGENDA

**Motion: Commissioner Pratt moved, seconded by Commissioner Miller, and carried (4-0), to approve the agenda as presented.**

**AYES: Miller, Heflin, Pratt, Stewart**  
**NOES: None**  
**ABSENT: Shinault**

#### PLEDGE OF ALLEGIANCE

**CONSENT CALENDAR** (All items on the Consent Calendar are to be approved by one motion unless a Commission member requests separate action on a specific item.)

**Motion: Commissioner Pratt moved, seconded by Commissioner Miller, and carried (3-0), to approve the Consent Calendar as presented.**

**AYES: Miller, Pratt, Stewart**  
**NOES: None**  
**ABSTAIN: Heflin**  
**ABSENT: Shinault**

1. **15-0758** Clerk of the Planning Commission recommending the Commission approve the MINUTES of the regular meeting of June 25, 2015.

**This was Approved on Consent Calendar.**

**END OF CONSENT CALENDAR**

**DEPARTMENTAL REPORTS AND COMMUNICATIONS** – None  
**(Development Services, Transportation, County Counsel)**

**COMMISSIONERS' REPORTS**

Commissioner Pratt discussed the interesting weather patterns we are getting.

Chair Stewart mentioned that Sly Park Reservoir was at capacity during the July 4<sup>th</sup> holiday which was nice to see.

**PUBLIC FORUM/PUBLIC COMMENT** – None

**AGENDA ITEMS**

2. **15-0759** Hearing to consider a request to allow the construction and operation of a wireless telecommunication facility [Special Use Permit S15-0003/Verizon Wireless Communication Facility (Mono-Pine)-Fairplay]\* on property identified by Assessor's Parcel Number 094-110-14, consisting of 48 acres, in the Fairplay area, submitted by Verizon Wireless; and staff recommending the Planning Commission take the following actions:

- 1) Adopt the Negative Declaration based on the Initial Study prepared by staff; and
  - 2) Approve Special Use Permit S15-0003 based on the Findings and subject to the Conditions of Approval as presented.
- (Supervisory District 2)

Jennifer Franich-County Planner, presented the item to the Commission with a recommendation of approval. She also conducted a PowerPoint presentation.

Andrew Lisa, Epic Wireless representing Verizon Wireless, made the following comments:

- Thanked staff for the presentation as well as the time to present to the commission;
- Fairplay area has a reduced level of coverage; and
- Verizon is more than happy to comply with all conditions presented by staff.

Commissioner Pratt questioned if other Verizon cellular towers are within the Fairplay area and mentioned the area is a dead zone. Andrew Lisa agreed with Commissioner Pratt that signal strength is minimal in the area and is one of the challenges for this area.

Commissioner Pratt questioned if any alternatives to the monopine had been reviewed since the area has minimal pine trees. Andrew Lisa mentioned the option of going to an oak tree but naturally oaks cap around 50 feet which does not meet height requirements in place for cellular towers.

Chair Stewart made discussions of a recent oak cellular tower which was approved. Andrew Lisa noted that broad leaf has been used at other locations and noted that going to a broad leaf, the project will take a larger foot space that the current plans do not have allowance for.

Discussions ensued on broad leaf versus monopine options due to high visibility area, alternative location options and distances from surrounding residences/property lines.

Chair Stewart closed public comment.

Chair Stewart stated concerns of applicant not being aware of existing approved mono oak project in the area.

Commissioner Miller questioned if any actual photos are available to see what a mono oak would look like.

Commissioner Heflin stated that the tower will stand out regardless due to the open area of the project sight. Commissioner Pratt agreed.

Chair Stewart brought up the Merrychase Drive Verizon tower project and encouraged the applicant to review those plans. Chair Stewart questioned if the Commission could delegate the authority to the Planning Division Director to approve revised plans if the applicant is requested to revise them for changes to a mono oak.

Roger Trout, Development Services, stated that delegated authority to the Planning Division Director was okay. David Livingston-County Counsel agreed that was okay as long as the project does not expand but previously the applicant noted that if the project changes to a mono oak, the project will grow. Roger Trout discussed prior cellular towers within a highly visible area used to be setup to be just a pole.

Chair Stewart questioned the option of additional pine tree landscaping to be planted in the area. Commissioner Pratt noted that we do not want the coverage to be blocked. Roger Trout mentioned that trees are not currently growing in the area because they do not grow there. Commissioner Miller noted with additional landscaping the land use may change from its current use of grazing.

There was no further discussion.

**Motion: Commissioner Pratt moved, seconded by Commissioner Miller, and carried (4-0), to take the following actions: 1) Adopt the Negative Declaration based on the Initial Study prepared by staff; and 2) Approve Special Use Permit S15-0003 based on the Findings and subject to the Conditions of Approval as presented.**

**AYES: Heflin, Miller, Pratt, Stewart**  
**NOES: None**  
**ABSENT: Shinault**

This action can be appealed to the Board of Supervisors within 10 working days.

### **Findings**

Based on the review and analysis of this project by staff and affected agencies, and supported by discussion in the staff report and evidence in the record, the following findings can be made:

#### **1.0 CEQA FINDINGS**

- 1.1 El Dorado County has considered the Negative Declaration together with the comments received during the public review process. The Negative Declaration reflects the independent judgment of the County and has been completed in compliance with CEQA and is adequate for this project.
- 1.2 No significant impacts to the environment as a result of this project were identified in the initial study.
- 1.3 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Development Services Department - Planning Services at 2850 Fairlane Court, Placerville, CA, 95667.

#### **2.0 GENERAL PLAN FINDINGS**

- 2.1 In Compliance with Policy 2.2.5.21, the wireless facility has been designed and conditioned in compliance with County regulations addressing incompatible siting and surrounding land uses, aesthetics, environmental issues, and health and safety concerns.
- 2.2 In compliance with Policy 5.1.2.1, the project will connect to existing electrical facilities, adequate utilities, and public services currently within the parcel.
- 2.3 In compliance with Policy 6.2.3.2, the project will utilize an existing gravel driveway for access.
- 2.4 In compliance with Policy 6.5.1.7, the project will have noise levels anticipated to comply with the County's standards listed in Table 6-2 in the General Plan that limit acoustical noise emission levels.

- 2.5 In compliance with Policy 8.1.4.1, the project will not intensify existing conflicts or add new conflicts between adjacent residential areas and agricultural activities; and will not create an island effect wherein agricultural lands located between the project site and other non-agricultural lands will be negatively affected; and will not significantly reduce or destroy the buffering effect of existing large parcel sizes adjacent to agricultural lands.

### **3.0 ZONING FINDINGS**

- 3.1 The project site is zoned Planned Agriculture (PA) which allows wireless communication facilities with an approved special use permit, subject to the standards and permitting requirements defined in Section 130.14.210 of the Zoning Ordinance. These standards, which include screening, compliance with setbacks, and proper maintenance, have been met adequately.
- 3.2 As proposed and conditioned, the project meets all applicable El Dorado County Zoning Ordinance development standards including screening, setbacks, and maintenance provisions.

### **4.0 SPECIAL USE PERMIT FINDINGS**

- 4.1 **The issuance of the permit is consistent with the General Plan.**

As discussed above in Section 2.0 General Plan Findings, the special use permit is consistent with the applicable policies and requirements in the El Dorado County General Plan.

- 4.2 **The proposed use would not be detrimental to the public health, safety and welfare, or injurious to the neighborhood.**

The proposed use is not anticipated to create hazards that would be considered detrimental to the public health, safety, and welfare, or injurious to the neighborhood based on the data and conclusions contained in the staff report. At one percent or less of the public safety standard established by the FCC, the risk of Radio Frequency (“RF”) emissions to the surrounding public is remote. The use will not significantly conflict with surrounding uses. Though the facility will be highly visible, the ground-support equipment will be buffered from view by a six foot tall fence constructed from non-combustible materials and the tower antennas will be concealed by monopine branches. As conditioned, the project is not anticipated to result in significant environmental, visual, or noise impacts to the surrounding residents.

- 4.3 **The proposed use is specifically permitted by Special Use Permit.**

The proposed use complies with the requirements of Zoning Ordinance Section 130.14.210.E through J (facility requirements/analysis) and 130.36.160 (parcel size for Planned Agriculture (PA) Zone District).

**Conditions of Approval**

1. This Special Use Permit is based upon and limited to compliance with the project description, the following hearing exhibits, and conditions of approval set forth below:

Exhibit E-1 .....	Title Sheet, Sheet A-0, February 9, 2015
Exhibit E-2 .....	Plot Plan/Site Topography, Sheet C-1, February 9, 2015
Exhibit E-3 .....	Plot Plan/Site Topography, Sheet C-2, February 9, 2015
Exhibit E-4 .....	Overall Site Plan, Sheet A-1, February 9, 2015
Exhibit E-5 .....	Enlarged Site Plan, Sheet A-2, February 9, 2015
Exhibit E-6 .....	Equipment/Antenna Layouts, Sheet A-3, February 9, 2015
Exhibit E-7 .....	Elevations, Sheet A-4.1, February 9, 2015
Exhibit E-8 .....	Elevations, Sheet A-4.2, February 9, 2015
Exhibit E-9 .....	Generator Specification, Sheet A-5.1, February 9, 2015
Exhibit E-10 .....	HVAC Unit Specification, Sheet A-5.2, February 9, 2015
Exhibit E-11 .....	Shelter Plan, Sheet SH-1, February 9, 2015
Exhibit F-1 .....	Photo Simulations, February 23, 2015
Exhibit F-2 .....	Photo Simulations, February 23, 2015
Exhibit F-3 .....	Photo Simulations, February 23, 2015
Exhibit G-1 .....	Service Coverage, Site, April 14, 2015
Exhibit G-2 .....	Service Coverage, Before, April 14, 2015
Exhibit G-3 .....	Service Coverage, After, April 14, 2015
Exhibit H.....	Radio Frequency Emissions Report, February 17, 2015

Any deviations from the project description, exhibits, or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

Approval of the Special Use Permit allows the construction and operation of a new multi-user wireless communications facility to support cellular transmission within the existing 48-acre parcel identified by Assessor's Parcel Number 094-110-14, and consisting of the following:

- a. One 90-foot tall monopine with (3) sectors with (3) antennas per sector and (2) remote radio units (RRU) per sector for a total of nine antennas;
- b. Two 4-foot diameter microwave dishes
- c. One 16-foot 10.5-inch by 11-foot 6-inch ground equipment shelter within a 30-foot by 40-foot Verizon Wireless lease area to house equipment cabinets and associated equipment;
- d. One standby diesel generator with a 210 gallon fuel tank;
- e. One 1200-square-foot equipment compound surrounded by beige or tan, slatted and wire-topped chain link fencing; and
- f. A 650-foot gravel road extension around the existing accessory structure to provide access to the wireless facility.

The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the County.

**Development Services Division (Planning)**

2. Pursuant to County Code Section 130.22.250, implementation of the project must occur within 24 months of approval of this Special Use Permit, otherwise the permit becomes null and void. It is the responsibility of the applicant to monitor the time limit and make diligent progress toward implementation of the project and compliance with conditions of approval.
3. The applicant shall assume full responsibility for resolving television reception interference or other electrical interference caused by the operation of this facility. The applicant shall take corrective action within 30 days of the receipt of any written complaint.
4. For co-location purposes, no further review by the Planning Commission shall be required provided that all ground-mounted equipment is located within the proposed lease area, any one of the proposed carriers installs no more than nine panel antennas per carrier at any one time, and there shall not be an increase in overall height of the tower and branches.
5. All equipment shelters, cabinets or other auxiliary structures shall be painted in a matching color to comply with the screening requirements of Section 130.14.210.F of the County Code. The pole shall have simulated bark, and the RF antennas shall be painted with non-reflective paint and maintained to match the color of the branch needles. All antennas shall be covered with antenna socks that shall match the color and texture of the branch leaves. The branches shall be installed with random lengths that create an asymmetrical appearance conforming to the shape of a natural Pine tree. No antenna shall project out past the branch tips. Planning Services shall verify the painting of all structures prior to final inspection and approval of the facility.
6. All improvements associated with the communication facility, including equipment shelters, antennae, and fencing shall be properly maintained at all times. Colors of the panels, equipment enclosure, and other improvements visible to the public shall be maintained to ensure the appearance remains consistent.
7. Any routine maintenance that requires running the generator or automatic recycling of the generator shall be performed between the hours of 9:00 a.m. to 3:00 p.m. Monday through Friday.

8. Prior to commencement of any use authorized by this permit, the applicant shall provide a written description, together with appropriate documentation, showing conformance of the project with each condition imposed as part of the project approval. The applicant shall make the actual and full payment of Planning and Building Division processing fees for the Special Use Permit and Building Permits prior to issuance of a Building Permit. The applicant shall also schedule an inspection by the Planning Division prior to Building Permit final for any Building Permit for verification of compliance with applicable Conditions of Approval.
9. All obsolete or unused communication facilities shall be removed within six months after the use of that facility has ceased or the facility has been abandoned. The applicant shall notify Planning Services at the time of abandonment and all disturbance related to the communication facility shall be restored to pre-project condition.
10. Due to the ever-changing technology of wireless communication systems, this Special Use Permit shall be reviewed by the County Development Services Division every five years. At each five-year review, the permit holder shall provide the Development Services Division with a status report on the then current use of the subject site and related equipment. The Development Services Division shall review the status and determine whether to: (A) Allow the facility to continue to operate under all applicable conditions or modify the conditions of approval in order to reduce identified adverse impacts; or (B) initiate proceedings to revoke the special use permit, requiring the facility's removal if it is no longer an integral part of the wireless communications system. By operation of this condition, it is the intent of County to reserve the right to modify or add new conditions, consistent with the language specified above. The failure of the County to conduct or complete a five-year review in a timely fashion shall not invalidate the Special Use Permit. The applicant shall pay a fee determined by the Development Services Director to cover the cost of processing a five-year review on a time and materials basis.
11. The operator (lessee) and property owner (lessor) are responsible for complying with all conditions of approval contained in this Special Use Permit. Any zoning violations concerning the installation, operation, and/or abandonment of the facility are the responsibility of the owner and the operator.
12. The following shall be incorporated as a note on the grading/improvement plans:

In the event archeological resources are discovered during grading and construction activities, the applicant shall ensure that all such activities cease within 50 feet of the discovery until an archaeologist can examine the find in place. If the find is determined to be a "unique archaeological resource", contingency funding, and a time allotment sufficient to allow recovering an archaeological sample or to employ one of the avoidance measures may be required under the provisions set forth in Section 21083.2 of the Public Resources Code. Construction work could continue on other parts of the project site while archaeological mitigation takes place.



If the find is determined to be a unique archeological resource, the archaeologist shall determine the proper method(s) for handling the resource or item in accordance with Section 21083.2(b-k). Any additional costs as a result of complying with this section shall be borne by the project applicant. Grading and construction activities may resume after appropriate measures are taken or the site is determined a nonunique archeological resource.

Planning Services shall verify the inclusion of this notation on the grading plans prior to the issuance of a grading permit.

13. The following shall be incorporated as a note on the grading/improvement plans:

In the event of the discovery of human remains, all work shall cease and the County coroner shall be immediately notified pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code and Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in Section 5097.98 of the Public Resources Code, with the most likely descendants regarding their recommendations. The descendants shall complete their inspection and make their recommendation within 48 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials or other proper method(s) for handling the remains in accordance with Section 5097.98(b-h). Any additional costs as a result of complying with this section shall be borne by the project applicant. Grading and construction activities may resume after appropriate measures are taken.

Planning Services shall verify the inclusion of this notation on the grading plans prior to the issuance of a grading permit.

14. The following shall be incorporated as a note on the grading/improvement plans:

If construction or clearing takes place between February 1 and August 31, the applicant will be required to conduct a pre-construction survey for active nests on and immediately surrounding the project site and for great gray owl nests within ¼-mile of the project site, as access allows, within 14 days prior to the start of construction. In addition, the edges of the pasture should be surveyed for owl pellets and feathers using the protocol

techniques described by United States Fish and Wildlife. If any active nests are found, a buffer should be established as recommended by the project biologist to avoid impacts to the nest. The nest should be monitored until the young have fledged. The results of the pre-construction survey and any avoidance recommendations should be submitted to the County.

If any non-listed special-status plant or animal species are found on or adjacent to the project site, work should be stopped in the immediate area and the project biologist should be consulted for avoidance measures. If a listed species is found on or adjacent to the project site, take necessary measures to protect the species in coordination with the state Department of Fish and Wildlife or the California Native Plant Society. Grading and construction activities may begin after appropriate measures are taken.

The Planning Division shall verify the inclusion of this notation on the grading plans prior to the issuance of a grading permit.

15. In the event of any legal action instituted by a third party challenging the validity of any provision of this approval, the developer and landowner agree to be responsible for the costs of defending such suit and shall hold County harmless from any legal fees or costs County may incur as a result of such action.

The developer and land owner shall defend, indemnify, and hold harmless El Dorado County and its agents, officers, and employees from any claim, action, or proceeding against El Dorado County or its agents, officers, or employees to attack, set aside, void, or annul an approval of El Dorado County concerning a special use permit.

#### **Environmental Management-Solid Waste and Hazardous Materials Division**

16. Under the Unified Program Agency regulations, if the operation will involve the storage of reportable quantities of hazardous materials (55 gallons, 500 pounds, 200 cubic feet) for backup power generation, a hazardous materials business plan for the site must be recorded on the California Environmental Reporting System (CERS) and applicable fees paid to the Environmental Management Division.

#### **Transportation Division**

17. The applicant shall improve the existing driveway (proposed wireless facility access) in accordance with County Standard Plan 103C. Such improvements shall be completed within 1 year from the date of approval.

#### **Air Quality Management District**

18. Asbestos Dust: The project construction will involve grading and excavation operations, which will result in a temporary negative impact on air quality with regard to the release of particulate matter (PM10) in the form of dust. The project shall adhere to the regulations and mitigation measures for fugitive dust emissions during the construction process. In addition, a Fugitive Dust Mitigation Plan (DMP) Application with appropriate

- fees shall be submitted to and approved by the AQMD prior to start of project construction. (Rules 223 and 223.1)
19. Paving: Project construction may involve road development and shall adhere to AQMD Rule 224 Cutback and Emulsified Asphalt Paving Materials (Rule 224).
  20. Painting/Coating: The project construction may involve the application of architectural coating, which shall adhere to AQMD Rule 215 Architectural Coatings.
  21. Construction Emissions: During construction, all self-propelled diesel-fueled engines greater than 25 horsepower shall be in compliance with the California Air Resources Board (ARB) Regulation for In-Use Off-Road Diesel Fueled Fleets (Section 2449 et al, title 13, article 4.8, chapter 9, California Code of Regulations (CCR)). The full text of the regulation can be found at ARB's website here: <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>. An applicability flow chart can be found here: [http://www.arb.ca.gov/msprog/ordiesel/faq/applicability\\_flow\\_chart.pdf](http://www.arb.ca.gov/msprog/ordiesel/faq/applicability_flow_chart.pdf). Questions on applicability should be directed to ARB at 1-866-634-3735. ARB is responsible for enforcement of this regulation.
  22. New Point Source: Prior to construction/installation of any new point source emissions units (i.e., emergency standby engine greater than 50hp, etc.), Authority to Construct applications shall be submitted to the AQMD. Submittal of applications shall include facility diagram(s), equipment specifications and emission factors (Rule 501 and 523).
  23. Portable Equipment: All portable combustion engine equipment with a rating of 50 horsepower or greater shall be under permit from the California Air Resources Board (CARB). A copy of the current portable equipment permit shall be with said equipment. The applicant shall provide a complete list of heavy-duty diesel-fueled equipment to be used on this project, which includes the make, model, year of equipment, daily hours of operations of each piece of equipment.

**Pioneer Fire Protection District**

24. Grading and construction permits shall be reviewed by the Pioneer Fire Protection District to ensure that the structure, primary access gate, and surrounding vegetation is constructed and maintained in accordance with the applicable fire safety standards and regulations.
25. The project shall be revised to specify that all fences will be constructed from non-combustible materials.
26. The structure shall have a fire department approved KNOX box installed to contain the master key to open all exterior doors.
27. The primary access gate shall have a fire department approved KNOX box padlock installed to allow for emergency access.

28. A KNOX Key shunt system shall be installed to terminate power to generators, if installed.
29. The applicant shall provide and maintain a minimum of one 2A 10B: C fire extinguisher. The extinguisher shall be mounted where readily available within the enclosure to the equipment.
30. The applicant shall maintain a 30-foot clearance of dry weeds to a height of 2 inches or less around the structures, to be completed annually by June 1.

**3. 15-0760** Hearing to consider the Carson Creek Unit 3 project [Tentative Map TM14-1519]\*\* for a Tentative Subdivision Map creating 140 residential lots ranging from 3,250 square feet to 9,438 square feet, 4 lettered lots for landscaping, drainage and utilities, and 1 roadway lot, and establishing Single Family High Density (SFHD) zoning, Design Waivers from the Design and Improvement Standard Manual (DISM) road standards and Design Waivers from the Carson Creek Specific Plan development standards on property identified by Assessor's Parcel Number 117-570-04, consisting of 19.37 acres, in the El Dorado Hills area, submitted by Lennar Homes Of California, LLC; and staff recommending the Planning Commission take the following actions:

- 1) Certify the project to be Statutorily Exempt pursuant to Section 15182 of the CEQA Guidelines;
- 2) Approve Tentative Map TM14-1519 based on the Findings and subject to the Conditions of Approval as presented;
- 3) Approve the following Design Waivers from the Design and Improvement Standards Manual (DISM) as the Findings could be made:
  - (a) Construct the Lot R encroachment onto Golden Foothill Parkway to Standard Plan 103D without the 100 foot tapers;
  - (b) Construct road encroachment (exit only) onto Carson Crossing Drive to Standard Plan 103D without the 100 foot tapers;
  - (c) Reduce the sidewalk widths to 4 feet for residential streets (sidewalk on one side);
  - (d) Reduce the residential street right of way widths (Lot R) from 50 feet to 40 feet;
  - (e) Install local access stub streets  $\leq$ 150 feet in length (Lot R width 24 feet; 21 feet curb face to curb face); and
  - (f) Intersection off-set of K Street and J Street
- 4) Approve the Design Waivers of the following Carson Creek Specific Plan development standards as the Findings could be made:
  - (a) Minimum Front Yard Setback: 12.5 feet
  - (b) Minimum Side Yard Setback: 3 feet; 6 feet street side
  - (c) Minimum Setbacks: Building to Building: Side to side 6 feet; Side to rear 10 feet; Rear to rear 10 feet(Supervisory District 2)

Joe Prutch presented the item to the Commission with a recommendation of approval. He also conducted a PowerPoint presentation and referenced staff memo dated July 8, 2015, which recommended the removal of Condition 29.

Chair Stewart questioned:

- If the project reviewed by El Dorado Hills APAC (Area Planning Advisory Committee);
- Condition 10.b. removal? Joe Prutch-County Planner mentioned this might have been a requirement from AQMD (Air Quality Management District);
- Condition 15.a. removal? Joe Prutch-County Planner noted the condition has been fulfilled;
- Condition 19.b. removal? Dave Spiegelberg-Transportation Division stated Carson Creek Specific Plan prepared an extensive hydrology study and there was shared mitigation throughout the basin with surrounding projects which have eliminated the need for Condition 19.b; and,
- Final route of the southeast connector? Roger Trout, Development Services, stated the White Rock Road project will relieve traffic issues at Latrobe and White Rock Road.

Don Barnett, on behalf of Lennar Homes, discussed the following:

- Provided an overview of the project;
- Displayed an area of the Tentative Map that has been reserved for a memory care facility with applications already pending with the county;
- The project was reviewed by El Dorado Hills APAC and they provided support for the project;
- Lennar will be using gas stove inserts; and,
- Willingness to work with agencies to establish a starting point for a regional park for future projects.

Chair Stewart questioned if a letter was received from El Dorado Hills APAC (Area Planning Advisory Committee). Joe Prutch-County Planner stated he would check the file.

Commissioner Pratt agreed with the need for the project and questioned the target pricing. Don Barnett discussed housing pricing to be near the low to mid threes. Discussion ensued about house pricing and moderate housing requirements.

Commissioner Pratt stated he was okay with the roadways but had concerns with the sidewalks. Commissioner Miller agreed and mentioned concerns with smaller than standard sidewalks and narrow roadways. Don Barnett discussed roadway and sidewalk design waiver requests. Significant discussion ensued regarding roadway and sidewalk design waivers.

Commissioner Miller questioned if the age restriction for Carson Creek could be lifted associated with Condition 24. Chair Stewart stated that the project would have to come back before the commission. Tiffany Schmid, Development Services, noted that the lift would require an amendment to the Specific Plan.

Commissioner Miller questioned Condition 25 and verified the Sherriff's Office reviewed the project with removal of the Sherriff's Sub-Station. Don Barnett noted that the Sherriff does not want an assessment and they are okay with the Sub-Station removal.

Commissioner Miller questioned Condition 26 water supplies. Commissioner Pratt noted the Condition is old language from Carson Creek Specific Plan. Discussion ensued regarding water supplies and water budgets.

Don Barnett stated the project was on the El Dorado Hills APAC agenda for September 17, 2014. Joe Prutch-County Planner stated El Dorado Hills APAC had concerns on traffic impacts with the changeover to single family and the request for a 3-way stop at A & G Streets. Don Barnett stated that the 3-way was added to the designs.

Chair Stewart questioned the El Dorado Hills Fire Department in regards to house spacing and why the housing plans are fire safe. Marshall Cox, El Dorado Hills Fire Department, discussed EVA (Emergency Vehicle Access) on the south side of the project. Don Barnett discussed building fire codes and housing plans.

Chair Stewart questioned design waiver for the removal of a 100 foot taper. Dave Spiegelberg, Transportation Division, expressed the existing roadway, Carson Crossing Drive, removes the necessity for the 100 foot taper.

Marshall Cox, El Dorado Hills Fire Department, stated the 6 foot setbacks are okay per Michael Lilienthal, El Dorado Hills Fire Department, and fire ratings will be addressed during building permit processing. Roger Trout verified Building Code R302 specifies building setbacks of 6 feet.

Kevin Loewen, El Dorado Hills Community Services District, Director of Parks & Planning, expressed concerns with the removal of the requirement for a regional park in reference to Staff Memo dated July 8, 2015. Significant discussion ensued in regards to the funding, maintenance, requirements and potential for modifications to the condition for a regional park.

Chair Stewart closed public comment.

Joe Prutch asked the commission to consider requested changes to the Conditions of Approval prior to making a motion. Requested changes included: Condition 1.b.3 to read as follows: Reduce the sidewalk widths to 4 feet for residential streets (sidewalk on one side) except for Streets A and G which shall have 4 foot wide sidewalks on both sides; and (b) to modify Condition 36, Table 1, fifth column, first row to read as follows: As shown on the tentative map. Sidewalks on one side except Streets A and G shall have sidewalks on both sides.

There was no further discussion.

**Motion: Commissioner Pratt moved, seconded by Commissioner Heflin, and carried (3-1), to take the following actions: 1) Certify the project to be Statutorily Exempt pursuant to Section 15182 of the CEQA Guidelines; 2) Approve Tentative Map TM14-1519 based on the Findings and subject to the Conditions of Approval amended as follows: (a) Condition 1.b.3 to read as follows: "Reduce the sidewalk widths to 4 feet for residential streets (sidewalk on one side) except for Streets A and G which shall have 4 foot wide sidewalks on both sides"; (b) Delete Condition 29; and (c) Modify Condition 36, Table 1, fifth column, first row to read as follows: "As shown on the tentative map. Sidewalks on one side except Streets A and G shall have sidewalks on both sides"; 3) Approve the following Design Waivers from the Design and Improvement Standards Manual (DISM) as the Findings could be made: a) Construct the Lot R encroachment onto Golden Foothill Parkway to Standard Plan 103D without the 100 foot tapers; b) Construct road encroachment (exit only) onto Carson Crossing Drive to Standard Plan 103D without the 100 foot tapers; c) Reduce the sidewalk widths to 4 feet for residential streets (sidewalk on one side); d) Reduce the residential street right of way widths (Lot R) from 50 feet to 40 feet; e) Install local access stub streets ≤150 feet in length (Lot R width 24 feet; 21 feet curb face to curb face); and f) Intersection off-set of K Street and J Street; and 4) Approve the Design Waivers of the following Carson Creek Specific Plan development standards as the Findings could be made: a) Minimum Front Yard Setback: 12.5 feet; b) Minimum Side Yard Setback: 3 feet; 6 feet street side; and c) Minimum Setbacks: Building to Building: Side to side 6 feet; Side to rear 10 feet; Rear to rear 10 feet.**

**AYES: Miller, Heflin, Pratt,  
NOES: Stewart  
ABSENT: Shinault**

This action can be appealed to the Board of Supervisors within 10 working days.

## **Findings**

### **1.0 CEQA FINDINGS**

1.1 The project is exempt from the requirements of CEQA pursuant to Section 15182 (Residential Projects Pursuant to a Specific Plan) of the CEQA Guidelines. This section specifies that, where a public agency has prepared an EIR on a specific plan after January 1, 1980, no additional EIR or negative declaration need be prepared for a residential project, including, but not limited to land subdivisions, zoning changes, and residential planned unit developments, provided that the project is undertaken pursuant to and in conformity to that specific plan and that none of the events described in Section 15162 of the CEQA Guidelines have occurred.

Events described in Section 15162 include:

- 1) Section 15162(a)(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- 2) Section 15162(a)(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) Section 15162(a)(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 or the Negative Declaration was adopted, shows any of the following: (1) one or more significant effects not discussed in the previous EIR; (2) significant effects previously examined that are substantially more severe than shown in the previous EIR; (3) 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 measure or alternative; or (4) mitigation measures or alternatives that 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.

Carson Creek Unit 3 subdivision is a residential project within the Carson Creek Specific Plan (CCSP) for which an EIR and Mitigation Monitoring Reporting Program (MMRP) were certified in March 1997. The project was reviewed against the environmental analysis and mitigation measures presented in the CCSP EIR and MMRP to verify consistency with subsection 15182(c) (Limitation) and Section 15162. During the review it was determined that some of the mitigation measures identified in the MMRP and listed in the CCSP had been previously satisfied with the implementation of Phase 1 (Euer Ranch) of the CCSP, including Mitigation 16 (White Rock Road at Manchester Lane), Mitigation 18, 19, and 20 (Peak Hour Traffic Volumes, U.S. Highway 50 Interchange, and Latrobe and White Rock Roads intersections), and Mitigation 33 (Special Status Plants), and these measures would not apply to Carson Creek Unit 3.

Site-specific information provided for this project, including a Facility Improvement Letter from EID and updated technical studies for traffic (Exhibit K) and storm water (Exhibit M) were reviewed by the County and analyzed for potential environmental impacts either created by this project, as currently proposed, or resulting from changed circumstances. It was determined that the project does not involve any substantial changes in circumstances that result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed in the CCSP EIR. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the CCSP EIR. Further, there is no new information of substantial importance showing (i) 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 of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the CCSP EIR would substantially reduce



one or more significant effects, but the proponents decline to adopt the mitigation measures or alternatives. Therefore, there is no basis for the preparation of a Supplemental or Subsequent EIR pursuant to Section 15162, and an exemption pursuant to Section 15182 is appropriate for the proposed project.

- 1.2 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Development Services Division - Planning Services at 2850 Fairlane Court, Placerville, CA, 95667.

## **2.0 ADMINISTRATIVE FINDINGS**

### **2.1 General Plan**

The El Dorado County General Plan designates the subject site as Adopted Plan (AP), a description in reference to areas where Specific Plans have been adopted within and by the County. The specific plans and the respective land use maps were accepted and incorporated by reference and were adopted as the General Plan Land Use map for such areas. Since the CCSP has been incorporated by reference under General Plan Land Use Element Policy 2.2.1.2 (General Plan Land Use Designation), the proposed administrative modifications to the specific plan, rezone, and tentative map are considered to be consistent with the General Plan, subject to consistency with the applicable policies in the CCSP and Environmental Impact Report (*Land Use Element Policy 2.2.1.2, 2.2.5.3*).

Traffic impact analyses were conducted for the project concluding that current level of service of the existing roads and trip generation levels would not be worsened from its current levels. The analysis included an evaluation of any potential traffic effects related to the reduction of 304 attached senior housing units and addition of 140 detached senior housing units, concluding that no significant effects from the project would occur.

The project must pay the required Traffic Impact Mitigation (TIM) fees at the time of building permit issuance. Carson Crossing Drive would include a Class II bicycle lane. As designed, the project would include interconnecting trails serving its residents and accessible by the general public (*Transportation Element Policies TC-Xa, TC-Xd, TC-Xg, TC-Xh, TC-4e*).

The project site is within the Community Region of El Dorado Hills, where El Dorado Irrigation District (EID) is the primary purveyor of public water, sewer and recycled water. The project site has been annexed into EID service area for potable water, recycled water and sewer services. The project would be required to construct new and/or upgrade on- and off- site facilities necessary to adequately receive these services. Prior to Final Map approval, a submittal of an EID meter award letter as proof of service would be required (*Public Services and Utilities Element Policies 5.1.2.1, 5.2.1.9, 5.2.1.11, 5.3.1.7*).

Potential noise effects from transportation and existing stationary sources have been identified. Based on the environmental noise assessment conducted for the project, these noise effects would be minimized to a less than significant level in conformance with the standards set forth in the policies and conditions of approval. Some of these measures would include mitigation by design, utilizing standard construction materials, and construction of soundwalls (*Public Health, Safety, and Noise Element Policies 6.5.1.1, 6.5.1.8, 6.5.1.7*).

A subsequent phase of the CCSP includes the development of a 30-acre regional park at the southernmost portion of Large Lot 26 of the Large-Lot Tentative Map approved with the Carson Creek Unit 2 tentative map. Trails within the CCSP area have been designed along the riparian corridor, which connects to the existing trails within Euer Ranch-Four Season subdivision, and a Class II Bicycle Lane along Carson Crossing Drive, which would eventually connect to the existing and future bicycle lanes along White Rock and Latrobe Roads (*Parks and Recreation Element Policies 9.1.1.3, 9.1.1.4, 9.1.2.9, 9.1.3.1, 9.2.2.1*).

## **2.2 Carson Creek Specific Plan**

The Carson Creek Unit 3 Tentative Map has been verified for conformance with the specific policies and requirements of the Carson Creek Specific Plan and provisions of the Settlement Agreement including phasing, density, design, amenities, preservation of natural features and utilities. The proposed administrative modifications to the Specific Plan have been determined to meet the objectives of the specific plan with regards to providing sufficient and safe pedestrian circulation.

## **2.3 Zoning**

The anticipated project development conforms to the applicable standards set forth in the Specific Plan. Specifically, the residential subdivision has been designed and verified for conformance with the development and zone standards under Single-Family High Density (SFHD) of the specific plan. The applicant has requested minor revisions to the site development standards for minimum setbacks that have been reviewed and approved by Planning Services and the Planning Commission. Subsequent development of the site shall be required to obtain permit approvals, subject to review by the affected agencies. Therefore, the project has been found to be consistent with the Zone Standards in the Carson Creek Specific Plan.

## **2.4 Subdivision Ordinance**

### **2.4.1 That the proposed map is consistent with applicable general and specific plans;**

The proposed project has been verified for conformance with applicable General Plan and Carson Creek Specific Policies including provisions relating to density, design, development standards, and utilities. The anticipated development shall be subject to further conformance with the approved Conditions of Approval and Mitigation Measures.

Therefore, the project has been found to be consistent with the applicable El Dorado County General Plan and Carson Creek Specific Plan.

**2.4.2 That the design or improvement of the proposed division is consistent with applicable general and specific plans;**

The design and improvement of the subdivision has been designed in conformance with the identified residential land use requirements in the Specific Plan. Subsequent improvement plans, grading plans, and other permits shall be further reviewed in accordance with the applicable County standards and recommended conditions of approval/mitigation measures for this project. Therefore, the project has been found to be consistent with the applicable El Dorado County General Plan and Carson Creek Specific Plan design and improvements.

**2.4.3 That the site is physically suitable for the type of development; and**

**2.4.4 That the site is physically suitable for the proposed density of development;**

The site is physically suitable to accommodate the proposed density and improvements for the Carson Creek Unit 3 residential subdivision. The site is relatively flat with no tree coverage. The tributaries within the project site shall be preserved and incorporated as part of the subdivision design, in accordance with the Specific plan. Prior to any activity, the anticipated development would require various permits and plan approval, subject to review for consistency with the conditions of approval for the project.

**2.4.5 That the design of the division or the proposed improvements are not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat;**

Development of the subdivision would be subject to the applicable provisions of the Carson Creek Specific Plan, and the required mitigation measures originally evaluated under the certified Environmental Impact Report (EIR) for the Carson Creek Specific Plan. Therefore, the project would have a less than significant environmental impact, subject to the conditions of approval and mitigation measures imposed on the project.

**2.4.6 That the design of the division or the type of improvements would not cause serious public health hazards;**

The proposed development has been designed and conditioned to ensure no serious public hazard would occur. In accordance with the Carson Creek Specific Plan, the design and improvements would involve a controlled internal road system, public utility services, and emergency vehicular access. Development of the project would be subject to improvement plans and permits verifying construction of utilities for water, sewer, power, drainage, and roads in accordance with the provisions of the Specific Plan, applicable County Design and Improvement Standards, and mitigation measure of the adopted CCSP EIR.

**2.4.7 That the design of the division or the improvements is suitable to allow for compliance of the requirements of section 4291 of the Public Resources Code;**

The development is subject to the applicable Specific Plan policies involving site design and maintenance of open areas susceptible to brush fires. The subdivision is subject to specific project conditions from the El Dorado Hills Fire Department regarding location of hydrant, construction of non-combustible fencing material, and implementation of a Wildfire Management Plan. Therefore the proposed subdivision conforms to the requirements of Section 4291 of the Public Resource Code.

**2.4.8 That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.**

Coupled with imposed project conditions, necessary utility and right-of-way easements for the project are appropriately depicted on the submitted plans and shall be further verified for any conflicts by the County Surveyor's Office at the time of filing and approval of the final map for any portions of the approved tentative map.

**2.5 Design Waivers of DISM Road Standards**

The Design Waivers requested are subject to specific findings under Section 120.08.020 of the El Dorado County Zoning Ordinance described below.

- A. There are special conditions or circumstances peculiar to the property proposed to be subdivided which would justify the waiver.
- B. Strict application of the design or improvement requirements of this chapter would cause extraordinary and unnecessary hardship in developing the property.
- C. The waiver would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.
- D. The waiver would not have the effect of nullifying the objectives of this Article or any other law or ordinance applicable to the subdivision.

The following discussion details the specific design waivers with supporting responses corresponding to the required findings above. The Transportation Division and Planning Services have reviewed and recommend approval of the design waivers.

**Design Waiver 1** - Construct the Lot R encroachment onto Golden Foothill Parkway to Standard Plan 103D without the 100 foot tapers.

- A. The project is gated and the taper is not necessary.
- B. The strict application of the design standard unnecessarily interferes with the gate geometry.
- C. The design waiver proposes improvements consistent with the County standards and therefore would not be injurious to adjacent properties or detrimental to the health, safety, convenience or welfare of the public. The existing road section

provides adequate area for acceleration and deceleration to accommodate turning movements.

- D. The proposed improvements meet existing County standards, the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004 General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 120 of the County Code or other ordinance.

**Design Waiver 2** - Construct road encroachment (exit only) onto Carson Crossing Drive to Standard Plan 103D without the 100 foot tapers.

- A. The provision of tapers at encroachments onto Carson Crossing Drive would unnecessarily interfere with roadside ditches. In addition, the project Settlement Agreement states that the project will minimize impervious surfaces such as roadway pavement to the maximum extent practicable
- B. The strict application of the design standard (for an exit only) results in unnecessary impacts to roadside ditches.
- C. The 18 foot roadway section provides adequate area for acceleration (exit only).
- D. The proposed improvements meet existing County standards, the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004 General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 120 of the County Code or other ordinance.

**Design Waiver 3** - Reduce the sidewalk widths to 4 feet for residential streets (sidewalk on one side).

- A. The reduced sidewalk width is adequate to serve the pedestrians using it.
- B. The increased sidewalk width would unnecessarily increase impervious area.
- C. The reduced sidewalk width would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.
- D. The proposed improvements meet existing County standards, the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004 General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 120 of the County Code or other ordinance.

**Design Waiver 4** - Reduce the residential street right of way widths (Lot R) from 50 feet to 40 feet.

- A. The reduced right of way width (Lot R) is adequate to accommodate the proposed roadway.
- B. Additional right of way width would unnecessarily decrease the amount of available land for the small age restricted lots.
- C. The reduction in right of way width for the residential streets would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.
- D. The proposed improvements meet existing County standards, the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004

General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 120 of the County Code or other ordinance.

**Design Waiver 5** - Install local access stub streets  $\leq 150$  feet in length (Lot R width 24 feet; 21 feet curb face to curb face).

- A. The access stubs coupled with the small lots allow better utilization of the property.
- B. The proposed stub allows for use of the land that is irregularly shaped by the creek bend.
- C. The proposed stub streets are more characteristic of driveways and would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.
- D. The proposed improvements meet existing County standards, the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004 General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 120 of the County Code or other ordinance.

**Design Waiver 6** - Intersection off-set of K Street and J Street  $< 150$  feet.

- A. The access stub coupled with the small lots and the age restricted neighborhood is more characteristically a driveway than a road.
- B. The proposed stub and its location make use of the land that is irregularly shaped by the creek bend.
- C. The proposed stub street is more characteristic of a driveway and would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.
- D. The proposed improvements meet existing County standards, the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004 General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 120 of the County Code or other ordinance.

## 2.6 Design Waivers of CCSP Development Standards

The Design Waivers requested are subject to specific findings under Section 120.08.020 of the El Dorado County Zoning Ordinance described below.

- A. There are special conditions or circumstances peculiar to the property proposed to be subdivided which would justify the waiver.
- B. Strict application of the design or improvement requirements of this chapter would cause extraordinary and unnecessary hardship in developing the property.
- C. The waiver would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.
- D. The waiver would not have the effect of nullifying the objectives of this Article or any other law or ordinance applicable to the subdivision.

The following discussion details the specific design waivers with supporting responses corresponding to the required findings above. The Planning Services Division has reviewed and recommends approval of the design waivers.

**Design Waiver 1** – Allow for a minimum front yard setback of 12.5 feet.

- A. The applicant is proposing to develop a single family housing product designed for the age-restricted buyer who is typically older, single, and not wanting a larger yard to maintain. The proposed homes are smaller than the typical Carson Creek homes, as such, the minimum front yard setback of 12.5 is being requested.
- B. Strict adherence to the development standards would allow the applicant to develop the smaller home with small yards to accommodate the age-restricted buyer who is typically older, single, and not wanting a large yard to maintain.
- C. A reduction in yard setbacks would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.
- D. The proposed improvements meet existing County standards, the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004 General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 120 of the County Code or other ordinance.

**Design Waiver 2** – Allow for a minimum side yard setback of 3 feet and 6 feet street side.

- A. The applicant is proposing to develop a single family housing product designed for the age-restricted buyer who is typically older, single, and not wanting a larger yard to maintain. The proposed homes are smaller than the typical Carson Creek homes, as such, the minimum side yard setback of 3 feet and 6 feet street side is being requested.
- B. Strict adherence to the development standards would allow the applicant to develop the smaller home with small yards to accommodate the age-restricted buyer who is typically older, single, and not wanting a large yard to maintain.
- C. A reduction in yard setbacks would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.
- D. The proposed improvements meet existing County standards, the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004 General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 120 of the County Code or other ordinance.

**Design Waiver 3** – Allow for a minimum building to building setback of: side to side 6 feet; side to rear 10 feet; rear to rear 10 feet.

- A. The applicant is proposing to develop a single family housing product designed for the age-restricted buyer who is typically older, single, and not wanting a larger yard to maintain. The proposed homes are smaller than the typical Carson Creek homes, as such, a minimum building to building setback of: side to side 6 feet; side to rear 10 feet; rear to rear 10 feet is being requested.

- B. Strict adherence to the development standards would allow the applicant to develop the smaller home with small yards to accommodate the age-restricted buyer who is typically older, single, and not wanting a large yard to maintain.
- C. A reduction in yard setbacks would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.
- D. The proposed improvements meet existing County standards, the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004 General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 120 of the County Code or other ordinance.

### Conditions of Approval

### PROJECT DESCRIPTION

1. The Tentative Subdivision Map and Design Waivers are based upon and limited to compliance with the project description and conditions of approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval. The project description is as follows:
  - A. Tentative Subdivision Map creating a residential subdivision creating 140 residential lots ranging from 3,250 square feet to 9,438 square feet, four lettered lots for landscaping, drainage and utilities, and one roadway lot, and establishing Single Family High Density (SFHD) as the zoning
  - B. Design Waivers of the following El Dorado County Design and Improvement Standard Manual (DISM) road standards:
    - 1) Construct the Lot R encroachment onto Golden Foothill Parkway to Standard Plan 103D without the 100 foot tapers;
    - 2) Construct road encroachment (exit only) onto Carson Crossing Drive to Standard Plan 103D without the 100 foot tapers;
    - 3) Reduce the sidewalk widths to 4 feet for residential streets (sidewalk on one side) except for Streets A and G which shall have 4 foot wide sidewalks on both sides;
    - 4) Reduce the residential street right of way widths (Lot R) from 50 feet to 40 feet;
    - 5) Install local access stub streets  $\leq$ 150 feet in length (Lot R width 24 feet; 21 feet curb face to curb face); and
    - 6) Intersection off-set of K Street and J Street  $<$ 150 feet.



- C. Design Waivers of the following Carson Creek Specific Plan Development Standards: Setbacks shall be those listed in the Carson Creek Specific Plan under Chapter 4, Development Standards, and Subsection 4.6 Single Family High Density (3,000 sq. ft. min.) with the following modifications:
- 1) Minimum Front Yard Setback: 12.5 feet
  - 2) Minimum Side Yard Setback: 3 feet; 6 feet street side
  - 3) Minimum Setbacks Building to Building: Side to side 6 feet; Side to rear 10 feet; Rear to rear 10 feet

The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the County.

*The following are the original Conditions of Approval and Mitigation Measures as depicted in Section 7 (Conditions of Approval) of the Carson Creek Specific Plan that are applicable to the Unit 3 Tentative Map. Conditions with underline texts reflect the necessary additions applicable to this project. Conditions with ~~strikeout texts~~ are conditions that are completed or not applicable to this tentative map.*

2. An updated open space management plan shall be prepared by the developer, subject to review and approval by the El Dorado Hills CSD. The plan shall include wild fire management plans for the open space.
3. If parkland is dedicated to the EDHCSD, prior to County approval of any final map, the developer shall show evidence of a recorded agreement with the EDHCSD for the location, size, park improvements (including water meters and sewer hook ups), maintenance, and timing of dedication and acceptance of parks throughout the Specific Plan area.

The developer will be required to provide a Phase I environmental assessment of land to be dedicated to a public agency.

4. A financing mechanism or mechanisms, such as a Landscaping and Lighting District (LLAD) for development and maintenance of parks, and for maintenance of open space, landscaping, lighting, fencing, trails, walkways, corridors, signage, sound walls, entry monuments, and other common or public areas shall be determined prior to approval of the final map. Improvement plans for the above referenced items will be submitted to the El Dorado Hills Community Services District (EDHCSD) for approval, and the financing mechanisms shall be in place prior to issuance of building permits (section 5.2 of the Carson Creek Specific Plan). Upon annexation of this project into the EDHCSD; the Carson Creek Specific Plan area shall be subject to the adopted park impact fee imposed for new development within the EDHCSD boundary and will be paid by the developer at the time a building permit is issued.

5. As a condition of approval of all tentative maps, a wood or other solid fence, at least six feet in height, will be constructed by the developer for all residential lots adjacent to the boundaries of the Specific Plan:
  - a) Agricultural fencing per County Resolution No. 98A-90 shall be required along the Sacramento/El Dorado County line in any location not adjacent to a residential lot/parcel.
  - b) The CC&Rs will specify the fence design approval process. Fence design will be as approved by the El Dorado Hills Community Services District and the appropriate design review committee.
  - c) The developer will provide a funding mechanism, such as a homeowners association or a Landscaping and Lighting District, for the maintenance of fencing adjacent to open space.
6. The developer will be required to provide water meters for all residential lots, parks, landscaped corridors, and open space parcels. Costs of water meters for parks may or may not be a credit to developer pending negotiations with EDHCSD Board of Directors.

The following are Mitigation Measures from the CCSP EIR:

7. Golden Foothills Parkway at Carson Creek
  - a) Use native plant species as the majority of those planted in the proposed 30-foot greenbelt to maximize a compatible visual relationship with the surrounding natural terrain and vegetation.
  - b) Require use of natural colored roof materials in project developments to maximize consistency with the surrounding natural environment and to minimize stark visual contrasts.
  - c) Use natural components in fencing materials (e.g., wood, stone, and brick) in developments along Carson Creek to enhance visual compatibility with the natural surroundings of the site.
  - d) Use natural components in pedestrian trail features (e.g., fences, trail materials) to enhance visual compatibility with the natural surroundings of the site.
  - e) Retain unobstructed views of Carson Creek from locations along Golden Foothill Parkway.
8. Phase 1 (Grading Phase) Construction Emissions
  - a) The project applicant shall comply with El Dorado County APCD Rule 223 as required by the Air Pollution Control Officer. The project applicant shall prepare a fugitive dust control plan to be submitted to, and approved by, the APCD prior to the commencement of construction. Control measures to be outlined in the plan may include, but are not limited to, the following:
    - Application of water or suitable chemicals or other specified covering on materials 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, trailer 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;
  - Limiting traffic speeds on all unpaved road surfaces to 15 mph;
  - Suspending all grading operations when wind speeds exceed 20 miles per hour (including instantaneous gusts);
  - Alternate means of control as approved by the Air Pollution Control Officer.
- b) Construction equipment engines shall be maintained in proper operating condition.
9. Phase II (Facilities Phase) Construction Emissions
- a) Low emission mobile construction equipment shall be used (e.g., tractor, scraper, dozer, etc.)
  - b) Construction equipment engines shall be maintained in proper operating condition.
  - c) Low-emission stationary construction equipment shall be used.
  - d) A trip reduction plan shall be developed and implemented to achieve 1.5 average vehicle occupancy (AVO) for construction employees.
  - e) 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 shall be developed and implemented.
  - f) The project applicant shall comply with El Dorado County APCD Rule 224.
  - g) The project applicant shall comply with El Dorado County APCD Rule 215.
10. Stationary Source Emissions
- a) The applicant shall incorporate energy-saving design features into future levels of project implementation as feasible and appropriate. The feasibility and appropriateness of each measure can best be determined at future, more-detailed levels of planning. These design features may include, but are not limited to, the following:
    - 1) Shade trees;
    - 2) Energy-efficient and automated air conditioners;
    - 3) Double-pane glass in all windows;
    - 4) Energy-efficient low-sodium parking lot lights;

- 5) Adequate ventilation systems for enclosed parking facilities;
- 6) Solar or low-emission water heaters;
- 7) Energy-efficient lighting and lighting controls;
- 8) Central water heating systems;

~~b) The applicant, future successors in interest or future homebuilders shall install only EPA-certified woodstoves and fire places.~~

- 11. Regional Mobile Source Emissions - The County shall coordinate with the Folsom, El Dorado, Cordova TMA to consider including the project site within the TMA's jurisdiction.
- 12. Short-Term Construction Noise - 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 5:00 p.m. on any weekday; between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays; and 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 by keeping engine doors closed during equipment operation. For equipment that cannot be enclosed behind doors, lead curtains shall be used to attenuate noise.

- 13. Increased Traffic Noise

Where the development of a project could result in the exposure of noise-sensitive land uses to existing or projected future traffic noise levels in excess of the applicable County noise standards, the County shall require an acoustical analysis to be performed prior to the approval of such projects. Where acoustical analysis determines that the project would contribute to traffic noise levels in excess of applicable County noise standards at proposed on-site or planned future off-site noise sensitive uses, the County shall require the implementation of noise attenuation measures, such as setback, sound barrier walls, or noise berms, as necessary to reduce traffic noise levels at proposed noise sensitive uses to conform with the applicable County standards.

In accordance with the recommendations of the Environmental Noise Assessment prepared by Bollard Acoustical Consultants (dated January 21, 2009), the following provisions shall be implemented:

- a) Air conditioning shall be included in all residences to allow occupants to close doors and windows as desired to achieve additional acoustic isolation from the commercial noise sources in the project vicinity.
- b) An 8-foot tall solid noise barrier shall be constructed along the rear property lines of the residential lots adjacent to Carson Crossing Road and along the side property line of Lot 29 to reduce noise levels in future backyard areas to 60 dB  $L_{dn}$  or less. Conformance with this condition shall be verified by Planning Services Division.

- c) To ensure compliance with the County's 45 dB L<sub>dn</sub> interior noise level standard, all second-floor bedroom windows of the residences constructed adjacent to Carson Crossing Drive from which that roadway would be visible have a minimum STC rating of 30. A Notice of Restriction shall be recorded with the Final Map for the affected lots requiring that the above requirement shall be implemented with the residential building permits for the affected lots. The language of the notice shall be reviewed and approved by Planning Services Division prior to recordation.

14. Stationary Source Noise - Where the development of a project could result in the exposure of on-site noise-sensitive land uses to projected on-site or off-site stationary source noise levels in excess of the applicable County noise standards the County shall require an acoustical analysis to be performed prior to the approval of such projects. Where acoustical analysis determines that stationary source noise levels would exceed applicable County noise standards at proposed on-site noise sensitive uses, the County shall require the implementation of noise attenuation measures, such as setbacks, sound barrier walls, or noise berms, as necessary to reduce stationary source noise levels at proposed noise sensitive uses to conform to the applicable County standards.

In accordance with the recommendations of the Environmental Noise Assessment prepared by Bollard Acoustical Consultants (dated January 21, 2009) for Unit 2 Tentative Map, the following provisions shall be implemented:

- a) Disclosure statements shall be provided to all future residents of the development notifying them of the presence of the nearby business park and the potential for periodic elevated noise levels associated with its operations. Prior to recordation of the first residential final map, the applicant shall provide a copy of the disclosure statement for review and approval by the Development Services-Planning Division.

15. Loss of Wetlands

- a) ~~Prior to issuance of a grading permit, the wetland delineation completed for the Euer Ranch shall be verified by USACE. After verification, any wetlands that would be lost or disturbed shall be replaced or rehabilitated on a "no net loss" basis in accordance with USACE mitigation guidelines. El Dorado County has also supported the protection of wetlands as specified in the County's General Plan under Objective 7.4.2. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE.~~
- b) Prior to issuance of a grading permit, a Stream Bed Alteration Agreement shall be obtained from CDFG, pursuant to §1600 of the California Fish and Game Code, for each stream crossing and any other activities affecting the bed, bank, or associated riparian vegetation of the stream. If required, the project applicant shall coordinate with CDFG in developing appropriate mitigation, and shall abide by the conditions of any executed permits.
- c) Grading activities shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance. Appropriate runoff

controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control the situation, and the potential discharge of pollutants into drainages.

16. Liquefaction

- a) The El Dorado County Transportation Division shall consult with El Dorado County Planning Services during the grading permit approval process to ensure that earth resources impacts related to development in the Carson Creek Specific Plan area are sufficiently addressed.
- b) Prior to the approval of a grading permit for development in the Carson Creek drainage, the applicant shall submit to, and receive approval from, the El Dorado County Transportation Division a soils and geologic hazards report meeting the requirements for such reports provided in the El Dorado County Grading Ordinance. If proposed improvements to the Carson Creek drainage would be located in areas identified as susceptible to soils or geologic hazards, proposed improvements to the Carson Creek drainage shall be designed to prevent failure or damage due to such hazards.

17. Ground Staking

Prior to the issuance of building permits all structures shall be designed in accordance with the Uniform Building Code (UBC), Chapter 23. Although wood frame buildings of not more, than two stories in height in unincorporated areas are exempt under the California Earthquake Protection Law, structures shall adhere to the design factors presented for UBC Zone 3, at a minimum; final design standards shall be in accordance with the findings of detailed geologic and geotechnical analyses for proposed building sites.

Prior to the approval of subdivision maps in the vicinity of the Mormon Island Fault Zone, a ground acceleration analysis shall be conducted for the Mormon Island Fault Zone. All structures shall be designed in accordance with the ground acceleration analysis for the Mormon Island Fault Zone and the on-site ground accelerations anticipated from the Bear Mountains Fault Zone.

18. Topographic Alteration (Ground Stability & Erosion) Prior to the issuance of grading permits, grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations. These findings all include methods to control soil erosion and ground instability. Some potential methods include:

- a) Uncemented silty soils are prone to erosion. Cut slopes and drainage ways within native material shall be protected from direct exposure to water run off immediately following grading activities. Any cut or fill slopes and their appurtenant drainage facilities shall be designed in accordance with the El Dorado County Grading Ordinance and the Uniform Building Code guidelines. In general, soil slopes shall be no steeper than 2:1 (horizontal to vertical) unless authorized by the Geotechnical Engineer. Slope angles shall be designed to conform to the competence of the material into which they are excavated. Soil erosion and

- instability may be accelerated due to shearing associated with the Foothills Fault System, and/or Mormon Island Fault Zone.
- b) Drainage facilities shall be lined as necessary to prevent erosion of the site soils immediately following grading activities.
  - c) During construction, trenches greater than 5 feet in depth shall be shored, sloped back at a 1:1 (horizontal to vertical) slope angle or reviewed for stability by the Geotechnical Engineer in accordance with the Occupational Safety and Health Administration regulations if personnel are to enter the excavations.
  - d) Surface soils may be subject to erosion when excavated and exposed to weathering. Erosion control measures shall be implemented during and after construction to conform With National Pollution Discharge Elimination System, Storm Drain Standards and El Dorado County Standards.
  - e) Rainfall shall be collected and channeled into an appropriate collection system designed to receive the runoff, minimize erosion and convey the runoff off-site. Conduits intended to convey drainage water off-site shall be protected with energy dissipating devices as appropriate, and in some areas potentially lined with an impermeable, impact proof material.
  - f) Parking facilities, roadway surfaces, and buildings all have impervious surfaces which concentrate runoff and artificially change existing drainage conditions. Collection systems shall be designed where possible to divert natural drainage away from these structures, to collect water concentrated by these surfaces and to convey water away from the Site in accordance with the National Pollution Discharge Elimination System, Storm Drain Standards and El Dorado County Standards.

19. Increased Surface Runoff

- a) Prior to the approval of the first tentative subdivision or parcel map, a condition of approval shall be placed on the tentative map that states prior to the issuance of a grading plan, the project applicant shall submit and obtain approval of final drainage plans by the El Dorado County Transportation Department. These final drainage plans shall demonstrate that future post-development storm water discharge levels from the project will remain at existing storm water discharge levels and detention basins will be permanently maintained. The drainage plan 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 form a drainage zone of benefit (ZOB) or other appropriate entity to ensure that all storm water drainage facility maintenance requirements are met. The drainage plans 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 and implementation and maintenance responsibilities. The plan shall address storm drainage during construction and proposed BMPs to reduce erosion and water quality degradation. All on-site drainage facilities shall be constructed to El Dorado County Transportation Division satisfaction. BMPs shall be implemented throughout the

construction process. The following BMPs, or others deemed effective by the Transportation Division, will be implemented as necessary and appropriate:

- *Soil Stabilization Practices*
  - Straw Mulching
  - Hydromulching
  - Jute Netting
  - Revegetation
  - Preservation of Existing Vegetation
- *Sediment Barriers*
  - Straw Bale Sediment Barriers
  - Filter Fences
  - Straw Bale Drop Inlet Sediment Barriers
- *Site Construction Practices*
  - Winterization
  - Traffic Control
  - Dust Control
- *Runoff Control in Slopes/Streets*
  - Diversion Dikes
  - Diversion Swales
  - Sediment Traps

~~b) Specific measures shall be identified in the final drainage plans to reduce storm water discharge at the Southern Pacific Railroad bridge (Malby Crossing) at the site's southern end. These measures shall include detention basins of adequate size to reduce post-development discharge to pre-development levels. Maintenance of the detention basin and drainage facilities shall include periodic inspections (e.g., annual) to ensure facility integrity and debris removal as necessary.~~

20. 100-Year Flood Event

Prior to the approval of the final map, the applicant shall submit a final drainage plan that clearly identifies the 100-year flood zone following project development to the El Dorado County Transportation Division for approval. Project development shall not occur in areas within the 100-year flood zone shown in the final drainage plan. The final drainage plan shall be prepared by a registered civil engineer and contain a hydrologic study that outlines the 100-year flood zones associated with the project and proposed flood control measures such as detention basins. Alternatively, 100-year flood protection improvements, approved by the El Dorado County Transportation Division, can be implemented to allow development in these areas. All storm drainage facilities and embankments shall be designed in compliance with the County Drainage Manual.

21. Short-Term Construction-Related Water Quality Impacts



- a) Prior to issuance of a grading permit, the developer shall obtain from the CVRB a General Construction Activity Storm water Permit under the National Pollutant Discharge Elimination System (NPDES) and comply with all requirements of the permit to minimize pollution of storm water discharges during construction activities.
- b) Prior to issuance of a grading permit, the project applicant shall submit to the El Dorado County Transportation Division and the Resource Conservation District for review and approval an erosion control program which indicates that proper control of siltation, sedimentation and other pollutants will be implemented per NPDES permit requirements. The erosion control plan shall include BMPs as discussed in mitigation measure 4.10-1, and as follows: sediment basins sediment traps, silt fences, hay bale dikes, gravel construction entrances, maintenance programs, and hydroseeding.

22. Long-Term Water Quality Impacts

- a) On-site detention basins shall be constructed and maintained through the construction period to receive storm water runoff from graded areas to allow capture and settling of sediment prior to discharge to receiving waters. Periodic maintenance of detention basins, such as debris removal, shall occur on a monthly basis or more frequently as needed to ensure continued effectiveness.
- b) Prior to issuance of a grading permit, the project applicant shall develop a surface water pollution control plan (i.e., parking lot sweeping program and periodic storm drain cleaning) to reduce long-term surface Water quality impacts. Parking lot sweeping shall occur on a weekly basis and storm drain clearing shall occur semi-annually. The plan shall also include the installation of oil, gas and grease trap separators in the project parking lot. These grease trap separators will be cleaned annually. The project applicant shall develop a financial mechanism, to be approved by the El Dorado County Transportation Division that ensures the long-term implementation of the program.

23. Archaeological Sites CC-1, CC-2, CC-3, CC-4, CC-5, CC-6 and Archaeological Linear Features CC-LF-1, CC-LF-2, and CC-LF-3

- a) Prior to grading and construction activities, significant cultural resources found on the project site shall be recorded or described in a professional report and submitted to the North Central Information Center at California State University at Sacramento.
- b) During grading and construction activities, the name and telephone number of an El Dorado County-approved, licensed archaeologist shall be available at the project site. In the event a heritage resource is encountered during grading or construction activities, the project applicant shall ensure that all activities will cease in the vicinity of the recovered heritage resource until an archaeologist can examine the find in place and determine its significance. If a find is authenticated, the archaeologist shall determine proper methods of handling the resource(s) for transport and placement in an appropriate repository. Grading and construction

activities may resume, after the resource is either, retrieved or found to be not of consequence.

24. School Fees

- a) The project applicant shall pay the commercial school fee of \$0.31 per square foot for the age-restricted residential development.
- b) The project applicant shall reimburse the Latrobe School District for out-of-pocket expenses incurred in planning for school sites within the Carson Creek Specific Plan area before it was age restricted.
- c) The project applicant also shall meet with the Latrobe School District and the El Dorado Union High School District to renegotiate school fees in the unlikely event that the age restrictions for the Carson Creek Specific Plan area are lifted.

25. Law Enforcement

The project applicant shall ensure adequate law enforcement personnel and equipment to serve the Specific Plan area, as demonstrated by one of the following mechanisms:

- a) Prior to the issuance of each building permit, the project applicant will be required to obtain a service letter from the El Dorado County Sheriff's Department identifying that law enforcement staff and equipment are available to serve the proposed land use upon occupancy, or
- b) Prior to the issuance of the building permit, the project applicant shall create an assessment district or other mechanism to provide funding to the El Dorado County Sheriff's Department for adequate law enforcement staff and equipment upon occupancy and in the future.

26. Water Consumption

Project impacts cannot be reduced to a less than significant level until the EID procures new water supplies that are sufficient to meet water needs of the proposed Specific Plan at build out in conjunction with existing planned growth, or an alternative public water source is secured. Implementation of the following mitigation measures would reduce potential project impacts on water supply. The project applicant would be required to implement these measures before approval of building permits.

- a) In accordance with EID Policy Statement No. 22, the project applicant shall prepare a Facility Plan Report (FPR) for the proposed project. The FPR shall address the expansion of the water and sewer facilities and the specific fire flow requirements for the phases of the project.
- b) Low-volume and low-flow fixtures shall be installed to reduce water consumption.
- c) Efficient irrigation systems shall be installed to minimize runoff and evaporation and maximize the water that will reach plant roots. One or any combination of the following methods of increasing irrigation efficiency shall be employed: drip irrigation, soil moisture sensors, and automatic irrigation systems. Mulch shall be

used extensively in all landscaped areas. Drought resistant and native vegetation shall be used in landscaped areas.

27. Historic Mining

Prior to the issuance of a grading permit, shallow groundwater and on-site drainage areas shall be sampled to determine the potential presence of on-site contamination (mercury, etc.). If contamination is found, the appropriate regulatory agency shall be contacted. If deemed necessary by the appropriate regulatory agency, remediation shall be undertaken in accordance with all existing local, state, and federal regulations/requirements and guidelines established for the treatment of hazardous substances.

28. Underground Storage Tank (UST)

Prior to the issuance of a grading permit, the extent (soil and/or groundwater) of potential on-site contamination resulting from the operation of off-site USTs shall be assessed. Once the extent of contamination has been determined, the appropriate regulatory agency shall be consulted in identifying the responsible party and initiating the development of a remediation program in accordance with all applicable local, state, and federal regulations/requirements and guidelines established for the treatment of hazardous substances.

~~29. The project applicant shall undertake the following activities to encourage construction of the 30-acre regional park as soon as feasible:~~

- ~~a) The applicant shall rough grade the regional park site and shall construct a chip and seal road to the park site within 60 days of recording of the first final subdivision map for Euer Ranch (Phase 1).~~
- ~~b) The County intends to form a county or region wide financing mechanism such as an El Dorado Hills ("EDH") regional park district or zone of benefit to pay for ongoing regional park maintenance and any improvements, including those noted in subsection d) below. The formation of this funding mechanism is a precondition to the applicant's obligations under subsections e) through h) below.~~
- ~~c) The Carson Creek Specific Plan Area shall join in the agreed upon financing mechanism.~~
- ~~d) The applicant shall seek to annex the Carson Creek Specific Plan Area into EID in order to obtain the necessary water resources for the regional park; reclaimed water shall be used to the extent feasible to water the ballfields but potable water is necessary for drinking fountains.~~
- ~~e) The applicant shall advance funds or conduct a nexus study for the regional park assessment district or other agreed upon formed financing mechanism within 120 days.~~
- ~~f) The applicant shall advance funds, within 180 days after the County approves the first tentative map for Phase 2 of the Carson Creek Specific Plan Area, to pay for completing the following:
  - ~~1) grading 20 acres for ball fields per County specifications;~~~~

- ~~2) installing chip and seal parking area at the regional park;~~
- ~~3) installing potable and reclaimed water lines to the regional park;~~
- ~~4) obtaining EDUs for EID water and/or installing a well water system;~~
- ~~5) installing shielded sports lighting on 15 acres of ball fields;~~
- ~~6) installing restrooms, bleachers, and concession stands; and~~
- ~~7) installing drainage system, irrigation system, and turf on 15 acres of ballfields.~~

~~g) The applicant's contributions noted above in subsections a), e), and f) shall be considered a loan, which shall be paid back by the assessment district or other approved financing mechanism upon the sale of the bonds necessary to construct the facility.~~

30. The applicant will pay light rail fees in the following circumstances: (1) a region-wide or county-wide, light-rail fee requirement is imposed; (2) before grading permits are issued; and (3) fees shall only apply to units in which no building permit has been issued at the time the light rail fee is imposed. The applicant will receive credit against any fees for any light rail related improvements or land donated to serve light rail.
31. Open channel drainage: The applicant shall minimize the use of culverts and concrete V-ditches and maximize the use of open, unlined and vegetated channels to facilitate removal of pollutants and sediment and to preserve a more natural rural feel to the development. The applicant shall employ best management practices to protect water quality and to minimize erosion in the drainage system. Such practices shall include utilizing grassy swales, open ditches, energy dissipaters, water quality ponds, and grease/oil traps.
- a) Open Space Areas: All drainage in open space corridors shall remain natural, unlined and open. Except as expressly indicated elsewhere in the specific plan, the applicant will not use culverts in these channels and road crossings shall be bridged.
  - b) Within areas designated for residential and industrial use, vegetated open-channel drainage shall be the primary means of accommodating stormwater runoff. Existing surface water bodies, in residential areas, where the homes front the streets, site design shall emphasize drainage to open, vegetated channels away from streets and towards the back and side lots. In instances where such drainage is not engineering practicable, drainage towards streets shall utilize gutters, A.C. dikes, rolled curbs, and/or vertical curbs. These drainage facilities shall be kept to a minimum and will convey drainage to open channel ditches (1) along collectors and other streets where homes do not front the streets and (2) between lots. Piped drainage facilities shall be kept to a minimum. Open channel ditches shall convey the drainage to natural drainage channels in the open space areas but not before ensuring that water quality standards are maintained through the implementation of best management practices.
32. Roadways in the Carson Creek Specific Plan Area shall be curvilinear and separated from pedestrian pathways that run around, over, under, and between structures. Where feasible,

cul-de-sacs will be incorporated into circulation system designs. The majority of roads (asphalt portion only) shall be 26 feet or less in width.

Furthermore, the Carson Creek Specific Plan Phase 2 street development standards (asphalt portion only), shall be modified to incorporate the following maximum widths:

- a) One-way streets shall be no more than 18 feet wide;
- b) Two-way streets shall be no more than 24 feet wide;
- c) Minor collectors with less than 350 average daily trips ("ADT") shall be no more than 24 feet wide;
- d) Minor collectors with more than 350 average daily trips ("ADT") shall be no more than 26 feet wide;
- e) Major collectors with homes fronting the street, shall be no more than 30 feet wide;
- f) Major collectors, without homes fronting the street and with less than 350 ADT, shall be no more than 24 feet wide;
- g) Major collectors, without homes fronting the street and with more than 350 ADT, shall be no more than 26 feet wide. The majority of roads (asphalt portion only) shall be 26 feet or less in width.

Parking bays may be required for emergency parking along collectors and in residential areas where these standards prohibit parking along the streets. The parking bays shall be kept to a minimum and located where topography permits. Street standards are subject to the review of the El Dorado Hills Fire Departments; for public safety reasons, the fire department may require wider roads in some places or turn-arounds, hammerheads, or other measures to facilitate the movement of emergency vehicles.

~~For the Carson Creek Specific Plan, Phase 1, these road standards will be adopted only if the County finds that the final maps, containing these standards, are consistent with the tentative maps, as required by law.~~

*The following are new conditions of approval recommended for the Carson Creek Unit 3 Tentative Map by the following agencies:*

**Planning Services**

33. In the event of any legal action instituted by a third party challenging the validity of any provision of this approval, the developer and landowner agree to be responsible for the costs of defending such suit and shall hold County harmless from any legal fees or costs County may incur as a result of such action, as provided in Section 66474.9(b) of the California Government Code.

The applicant shall defend, indemnify, and hold harmless El Dorado County and its agents, officers, and employees from any claim, action, or proceeding against El Dorado County or its agents, officers, or employees to attack, set aside, void, or annul an approval of El Dorado County concerning a subdivision, which action is brought within the time period provided for in Section 66499.37.

- 34. Prior to recordation of the residential Final Map, the applicant shall provide written statement justifying the project’s consistency with the mitigation measures in the adopted Mitigation Monitoring Reporting Program for Carson Creek Specific Plan. The documentation shall be provided to and reviewed by the Development Services Division – Planning Services.
- 35. Prior to recordation of the residential Final Map, the applicant shall submit an executed EID meter award letter.

**Transportation Division**

**Project Specific Conditions**

- 36. **Road Design Standards:** The applicant shall construct all roads in conformance with the Design and Improvements Standard Manual (DISM) and the Carson Creek Specific Plan, modified as shown on the Tentative Map and as presented in Table 1. The improvements shall be completed to the satisfaction of the County or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map: (the requirements outlined in Table 1 are minimums)

<b>Table 1</b>				
<b>ROAD NAME</b>	<b>DESIGN STANDARD PLAN</b>	<b>ROAD WIDTH*</b>	<b>RIGHT OF WAY</b>	<b>EXCEPTIONS/ NOTES</b>
Streets A, D through H, J and L	Std Plan 101B (Modified)	30 ft	40 ft	As shown on the tentative map. Sidewalks on one side <u>except Streets A and G shall have sidewalks on both sides.</u>
Streets B, C, and K	Std Plan 101B (Modified)	21 ft	24 ft	As shown on the tentative map. No Sidewalks
Streets D, E, L (at dead end extensions only)	Std Plan 101B (Modified)	21 ft	24 ft	As shown on the tentative map. No Sidewalks

\* Road widths are measured from curb face to curb face or edge of pavement to edge of pavement if no curb (traveled way). Curb face for rolled curb and gutter is 6 inches from the back of the curb.

- 37. **Offer of Dedication, Interior Roads:** Interior Roads are private and are to be maintained by the Homeowner’s Association. The County will reject any offer of dedication.
- 38. **Off-Site Improvements:** Developer shall construct a 6 foot wide sidewalk along on the south side of Golden Foothill Parkway from the pedestrian trail constructed as a part of Carson Creek Unit 1 (TM04-1391) easterly across the open space lot and the project frontage, connecting to the sidewalk required to be constructed as a part of the Westmont

Living development (S14-0010). An encroachment permit or Road Improvement Agreement is required for this work.

39. **Encroachment Permit(s):** The applicant shall obtain an encroachment permit from County and shall construct the roadway encroachment access onto Golden Foothill Parkway to the provisions of County Design Standard Plan 103D.
40. **Access:** The applicant is required to coordinate with and provide access to the adjacent parcel, APN 117-570-07, along the east side of Lot R (A Street). These access rights shall be shown on the final map. This condition may be modified by the Transportation Division if the adjacent parcel is allowed a separate access onto Golden Foothill Parkway.
41. **Vehicular Access Restriction:** Prior to filing of the map, the applicant shall record a vehicular access restriction along the entire frontage Carson Crossing Drive, excluding the locations of the approved access encroachments.

Standard Conditions

42. **TIM Fees:** Prior to issuance of building permits for the lots created by the project, the building permit applicant shall pay the traffic impact mitigation fees in effect at the time the building permit application is deemed complete.
43. **Signing and Striping:** The project improvement plans shall include all necessary signing and striping as required by the Transportation Division. Signing and striping shall conform to the latest version of the California Manual on Uniform Traffic Control Devices (MUTCD).
44. **Curb Returns:** All curb returns shall include pedestrian ramps with truncated domes conforming to Caltrans Standard Plan A88A, including a 4 foot sidewalk/landing at the back of the ramp. Alternate plans satisfying the requirements current accessibility standards may be used, subject to review and approval by County.
45. **Secondary Access:** A secondary access road, providing permanent or temporary looped circulation for each phase of development, shall be constructed prior to the first building permit being issued for any residential structure except where the issuance of building permits is for model homes, which shall be unoccupied.
46. **Entrance Gates:** Pursuant to Article 2, Section 1273.11 of the SRA Fire Safe Regulations, all gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on that road. Gate entrances shall be at least two feet wider than the width of the traffic lane(s) serving that gate. All Gates shall be designed and constructed with turnarounds acceptable to the County and Fire Department.

47. **Road Turnarounds:** The applicant shall provide a turnaround to the provisions of County Design Standard 114 as modified by any Design Waivers approved with the project, or as otherwise required by local fire district.
48. **Maintenance Entity:** The proposed project must form an entity for the maintenance of the private roads. If there is an existing entity, the property owner shall modify the document if the current document does not sufficiently address maintenance of the roads of the current project. Transportation Division shall review the document forming the entity to ensure the provisions are adequate prior to filing of the parcel map.
49. **Common Fence/Wall Maintenance:** The responsibility for, and access rights for, maintenance of any fences and walls constructed on property lines shall be included in the Covenants Codes and Restrictions (CC&Rs).
50. **Consistency with County Codes and Standards:** The developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual (as may be modified by these Conditions of Approval or by approved Design Waivers) from the Transportation Division and pay all applicable fees prior to filing of the final map.

Additionally, the project improvement plans and grading plans shall conform to the *County Grading, Erosion and Sediment Control Ordinance, Grading Design Manual, the Drainage Manual, Off-Street Parking and Loading Ordinance, all applicable State of California Water Quality Orders, the State of California Handicapped Accessibility Standards, and the California Manual on Uniform Traffic Control Devices (MUTCD).*

51. **Subdivision Improvement Agreement & Security:** The developer shall enter into a Subdivision Improvement Agreement (SIA) with the Transportation Division for all onsite roadway, grading, drainage and other support infrastructure as required by the County Subdivision Division Ordinance, prior to filing of the final map.

For improvements not completed at the time of recordation of the final map, the subdivider shall provide a 100 percent performance surety and a 50 percent labor and material surety by separate bond, cash deposit, assignment, or letter of credit from a financial institution. For improvements which have been completed, the subdivider shall provide a ten percent maintenance surety in any of the above-mentioned forms.

The developer's Engineer of Record shall prepare a "Certificate of Partial Completion" as an attachment to the SIA, which sets forth the total cost of the project, percent complete, and the estimated remaining cost of the work to complete the project. Verification of the Certificate of Partial Completion shall be determined by the County.

52. **Easements:** All existing and proposed easements shall be shown on the project grading plans, improvement plans, and on the final map.



53. **Import/Export Grading Permit:** Any import, or export to be deposited or borrowed within El Dorado County, shall require an additional grading permit for that offsite grading.
54. **Grading Plan Review:** Grading and improvement plans shall be prepared and submitted to the El Dorado County Resource Conservation District (RCD) and the County Transportation Division. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the Transportation Division shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. Grading plans shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance and El Dorado County Storm Water Management Plan. 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 drainages.
55. **RCD Coordination:** The timing of construction and method of revegetation shall be coordinated with the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the Transportation Division. The Transportation Division shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15.
56. **Soils Report:** At the time of the submittal of the grading or improvement plans, the applicant shall submit a soils and geologic hazards report (meeting the requirements for such reports provided in the El Dorado County Grading Ordinance) to, and receive approval from the El Dorado County Transportation Division. Grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations and address, at a minimum, grading practices, compaction, slope stability of existing and proposed cuts and fills, erosion potential, ground water, pavement section based on TI and R values, and recommended design criteria for any retaining walls.
57. **Water Quality Stamp:** All new or reconstructed drainage inlets shall have a storm water quality message stamped into the concrete, conforming to the Storm Water Quality Design Manual for the Sacramento and South Placer Regions, Chapter 4, Fact Sheet SD-1. All stamps shall be approved by the El Dorado County inspector prior to being used.
58. **Drainage Study / NPDES Compliance:** The project proposes to render more than 5000 square feet of area impervious to surface runoff. This qualifies the project as a "Regulated Project" under section E.12.c of the California State Water Resources Control Board (SWRCB) Water Quality Order No. 2013-0001-DWQ (Order).

The project shall incorporate Site Design Measures, Source Control Measures, Low Impact Development (LID) Design Standards, and Hydromodification Management practices consistent with the Order into the project design, and construct such measures with the project. If the Order is amended or replaced by action of the SWRCB, the

applicant shall comply with the Order in place at the time of issuance of construction permits.

The applicant shall provide a drainage report with the project grading plans and project improvement plans, consistent with the Drainage Manual and the Order. The Drainage Report shall address storm water runoff increase, impacts to downstream facilities and properties, and identification of appropriate storm water quality management practices to the satisfaction of the Transportation Division.

The Drainage Study must demonstrate the subject property has adequate existing and proposed storm drainage facilities. At a minimum, the drainage study, plans, and calculations shall include the following:

- The site can be adequately drained;
- The development of the site will not cause problems to nearby properties, particularly downstream sites;
- Adequate hydromodification management measures are implemented with the project in accordance with the Order.

Pursuant to Section 1.8.3 of the Drainage Manual, the report shall be prepared by a Civil Engineer who is registered in the State of California. A Scoping Meeting for the required drainage study between County staff and the engineer shall occur prior to the first submittal of improvement plans. The engineer shall bring a watershed map and any other existing drainage system information to the Scoping Meeting. The improvements shall be completed to the approval of the Transportation Division prior to occupancy.

59. **Drainage (Cross-Lot):** Cross lot drainage shall be avoided. When concentrated cross lot drainage does occur or when the natural sheet flow drainage is increased by the project, it shall be contained within dedicated drainage easements, and included in the County Service Area Zone of Benefit (ZOB), Home Owners Association, or other entity acceptable to the County. Any variations shall be approved by the County Engineer. This drainage shall be conveyed via closed conduit or v-ditch, to either a natural drainage course of adequate size or an appropriately sized storm drain system within the public roadway. The site plans shall show drainage easements for all on-site drainage facilities. Drainage easements shall be provided where deemed necessary prior to the filing of the final map.

60. **NPDES Construction Permit:** The project proposes to disturb more than 1 acre of land and therefore, is required to obtain coverage under the California State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ (CGP), including any and all amendments or revised orders issued by the SWRCB.

The applicant shall demonstrate compliance with the CGP (or equivalent permit issued by the SWRCB) prior to issuance of construction permits by County.

61. **Electronic Documentation:** Upon completion of the improvements required, and prior to acceptance of the improvements by the County, the developer will provide a CD to the Transportation Division with the drainage report, structural wall calculations, and geotechnical reports in PDF format and the record drawings in TIF format.

**El Dorado Hills Fire Department**

62. The potable water system with the purpose of fire protection for this residential development shall provide a minimum fire flow of 1,000 gallons per minute with a minimum residual pressure of 20 psi for a two-hour duration. This requirement is based on a single family dwelling 6,200 square feet or less in size. All homes shall be fire sprinklered in accordance with NFPA 13D and Fire Department requirements. This fire flow rate shall be in excess of the maximum daily consumption rate for this development. A set of engineering calculations reflecting the fire flow capabilities of this system shall be supplied to the Fire Department for review and approval.
63. This development shall install Mueller Dry Barrel fire hydrants or any hydrant approved by the El Dorado Irrigation District for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 500 feet. The exact location of each hydrant shall be determined by the Fire Department.
  - a. The current hydrant spacing shown on the Tentative Map is not adequate and more hydrants need to be added to meet the 500 foot spacing requirement.
64. In order to enhance nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with a blue reflective marker as specified by the Fire Department and State Fire Safe Regulations.
65. In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to combustibles being brought onto the site as specified by the Fire Department, Standard B-003.
66. This development shall be conditioned to develop and implement a Wildland Fire Safe Plan that is approved by the Fire Department.
67. Lots that back up to wildland open space shall be required to use non-combustible type fencing.
68. Pedestrian access (Knox Padlock if gated) is required at the end of the following streets to allow for emergency personnel to access Carson Creek:
  - a. B Street
  - b. C Street
  - c. K Street
  - d. L Street
69. This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway.
70. Any gate shall meet the El Dorado Hills Fire Department Gate Standard B-002.

71. Parking will be allowed as follows:
  - a. On one side of the street only for roads indicated on the Tentative Map as A-A. The curbs adjacent to the sidewalk will be painted red or signed every 25 feet "no parking fire lane." This shall be white letters on a red background.
  - b. No parking is allowed on either side of the street for roads indicated on the Tentative Map as B-B. All curbs will be painted red or signed every 25 feet "no parking fire lane." This shall be white letters on a red background.
  - c. No parking is allowed in either gated entry area.
72. This project may be phased so long as dead end roads do not exceed 800 feet or 24 parcels; whichever comes first.
  - a. An EVA shall be added to L Street due to dead end road limitations on the south end of the development.

**County Surveyor**

73. All survey monuments must be set prior to the filing of the final map or the developer shall have surety of work to be done by bond or cash deposit. Verification of set survey monuments, or amount of bond or deposit, shall be coordinated with the County Surveyor's Office prior to the filing of the final map.
74. The roads serving the development shall be named by filing a completed Road Name Petition with the County Surveyor's Office prior to filing the Final Map with the Board of Supervisors. Proof of any signage required by the Surveyor's Office shall also be provided prior to filing the Final Map. All associated fees will be the responsibility of the applicant.

**Air Quality Management District**

75. Wood-burning devices: The installation of open hearth wood-burning fireplaces or woodstoves shall be prohibited in favor of more energy-efficient and less polluting heating devices using leaner burning fuels such as natural gas, propane or electricity. If fireplaces are desired, AQMD recommends using "natural-gas or propane only" fireplaces with flues/chimneys designed to only accommodate natural gas /propane burning.
76. Electric Vehicle Charging: All private garages or parking stalls reserved for residents shall be pre-wired for a Level 1 (120V AC) electrical outlet near the vehicle for charging of plug-in electric vehicles (PEV). These outlets shall be on their own separate circuit to facilitate the future installation of Level 2 PEV charging infrastructure.
77. Solar / Photovoltaic Equipment: All new residential homes shall incorporate solar photovoltaic equipment, or at a minimum, be pre-wired for the installation of roof-mounted solar photovoltaic systems in order to reduce the impact on the electrical grid

- and reduce emissions from electricity generation and other forms of energy consumption.
78. Exterior Electrical Outlets: Electrical outlets shall be provided along the front and rear exterior walls of residential homes to allow for the use of electric landscape maintenance tools
  79. Fugitive Dust: The project construction will involve grading and excavation operations, which will result in a temporary negative impact on air quality with regard to the release of particulate matter (PM10) in the form of dust. The project shall adhere to the regulations and mitigation measures for fugitive dust emissions during the construction process. In addition, a Fugitive Dust Mitigation Plan (DMP) Application with appropriate fees shall be submitted to and approved by the AQMD prior to start of project construction (Rules 223 and 223.1).
  80. Paving: Project construction will involve road development and shall adhere to AQMD Cutback and Emulsified Asphalt Paving Materials (Rule 224).
  81. Painting/Coating: The project construction may involve the application of architectural coating, which shall adhere to AQMD Rule 215 Architectural Coatings.
  82. Open Burning: Burning of wastes that result from "Land Development Clearing" must be permitted through the AQMD. Only vegetative waste materials may be disposed of using an open outdoor fire (Rule 300 Open Burning).
  83. Construction Emissions: During construction, all self-propelled diesel-fueled engines greater than 25 horsepower shall be in compliance with the California Air Resources Board (CARB) Regulation for In-Use Off-Road Diesel Fueled Fleets (§ 2449 et al, title 13, article 4.8, chapter 9, California Code of Regulations (CCR)). The full text of the regulation can be found at CARB's website here: <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>. An applicability flow chart can be found here: [http://www.arb.ca.gov/msprog/ordiesel/faq/applicability\\_flow\\_chart.pdf](http://www.arb.ca.gov/msprog/ordiesel/faq/applicability_flow_chart.pdf). Questions on applicability should be directed to ARB at 1-866-634-3735. ARB is responsible for enforcement of this regulation.
  84. Portable Equipment: All portable combustion engine equipment with a rating of 50 horsepower or greater shall be under permit from the CARB. A copy of the current portable equipment permit shall be with said equipment. The applicant shall provide a complete list of heavy-duty diesel-fueled equipment to be used on this project, which includes the make, model, year of equipment, daily hours of operations of each piece of equipment.
- 4. 15-0761** Hearing to consider a revision to approved Carson Creek Unit 2 Tentative Subdivision Map [Tentative Map Revision TM06-1428-R/Carson Creek Unit 2 Revision]\*\* for 634 residential lots consisting of the following modifications: 1) Modify approved Phasing Plan; 2) Re-design alley-load residential lots with standard front load street frontage; 3) Realignment of on-site trail at Lot G Park; 4) Relocate sewer lift station lot; 5) Addition of landscape lots along Promenade area; 6) Eliminate the roadway loop at the southern portion of the project area

and replace it with the roadway stubs and fire department turn-around(s) and; 7) Eliminate Condition of Approval No. 31 involving a 30-acre regional park on property identified by Assessor's Parcel Numbers 117-570-10, 117-570-11, 117-570-14, and 117-570-15, consisting of 299.96 acres, in the El Dorado Hills area, submitted by Carson Creek El Dorado, LLC; and staff recommending the Planning Commission take the following actions:

- 1) Certify the project to be Statutorily Exempt pursuant to Section 15182 of the CEQA Guidelines; and
- 2) Approve Revision to Carson Creek Phase 2, Unit 2 Tentative Subdivision Map TM06-1428-R based on the Findings and subject to the Conditions of Approval as presented. (Supervisory District 2)

Mel Pabalinas presented the item to the Commission with a recommendation of approval. He also conducted a PowerPoint presentation. Mel also made a request to edit Condition 47, Table 1, fifth column, second row in reference to Carson Crossing Drive to read as follow: 35 MPH.

Don Barnett, on behalf of Lennar Homes, stated the following:

- Minor revisions being requested for engineering issues; and
- The regional park is the same issue as discussed previously (in reference to agenda item 3).

Commissioner Pratt questioned the access paths to get to the trail. Don Barnett stated that there are multiple pedestrian access paths available from all directions.

Commissioner Miller questioned the sidewalks. Commissioner Pratt agreed with Commissioner Miller and questioned the project circulation on the plans since no new design waivers have been requested. Don Barnett stated they have widened the right-of-way and widened the detached pedestrian walkway.

Chair Stewart closed public comment.

Chair Stewart noted that he did not want to see Condition 31 removed at this time.

There was no further discussion.

**Motion: Commissioner Pratt moved, seconded by Commissioner Heflin, and carried (3-1), to take the following actions: 1) Certify the project to be Statutorily Exempt pursuant to Section 15182 of the CEQA Guidelines; and 2) Approve Revision to Carson Creek Phase 2, Unit 2 Tentative Subdivision Map TM06-1428-R based on the Findings and subject to the Conditions of Approval amended as follows: (a) modify Condition 47, Table 1, fifth column, second row to read as follows: 35 MPH.**

**AYES: Miller, Heflin, Pratt**

**NOES: Stewart**

**ABSENT: Shinault**

This action can be appealed to the Board of Supervisors within 10 working days.

## Findings

### 1.0 CEQA FINDINGS

The project is exempt from the requirements of CEQA Guidelines pursuant to Section 15182 (Residential Projects Pursuant to a Specific Plan). This section specifies where a public agency has prepared an Environmental Impact Report (EIR) on a specific plan after January 1, 1980, no additional EIR or negative declaration need be prepared for a residential project, which include but are not limited to land subdivisions, zoning changes, and residential planned unit developments, undertaken pursuant to and in conformity to that specific plan. Carson Creek Unit 2 subdivision is a residential project within the Carson Creek Specific Plan for which an EIR (State Clearinghouse No.940272021 was certified in September 1999, subject to the applicable mitigation measures in the Mitigation Monitoring and Reporting Program.

The project was reviewed against the MMRP to determine which environmental impacts and corresponding mitigation measures apply to the project. Based on this review, no new or additional impacts have been identified beyond the impacts previously evaluated in the EIR with the application of mitigation measures; as such, no further environmental analysis is necessary. Applicable mitigation measures have been incorporated as project Conditions of Approval.

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Community Development Agency-Planning Services Division at 2850 Fairlane Court, Placerville, CA, 95667.

### 2.0 GENERAL PLAN FINDINGS

The El Dorado County General Plan designates the subject site as Adopted Plan (AP), a description in reference to areas where Specific Plans have been adopted within and by the County. The specific plans and the respective land use maps were accepted and incorporated by reference and were adopted as the General Plan Land Use map for such areas. Since the CCSP has been incorporated by reference under General Plan Land Use Element Policy 2.2.1.2 (General Plan Land Use Designation), therefore, the proposed tentative map revisions are considered to be consistent with the General Plan, subject to consistency with the applicable policies in the CCSP, Settlement Agreement, and Environmental Impact Report. (*Land Use Element Policy 2.2.1.2, 2.2.5.3*)

Traffic impact analyses that were previously conducted for the original tentative map concluded that current level of service of the existing roads would not be worsened from its current level of service designation. This conclusion remains valid and applicable as the amount of units in the revised map is retained at 634.

The project must pay the required Traffic Impact Mitigation (TIM) fees at the time of building permit issuance. Carson Crossing Drive would include a Class II bicycle lane. As designed, the project would include interconnecting trails serving its residents and

accessible by the general public. (*Transportation Element Policies TC-Xa, TC-Xd, TC-Xg, TC-Xh, TC-4e*)

The project site is within the Community Region of El Dorado Hills, where El Dorado Irrigation District (EID) is the primary purveyor of public water, sewer and recycled water. The project site has been annexed into EID service area for potable water, recycled water and sewer services. The project would be required to construct new and/or upgrade on- and off- site facilities necessary to adequately receive these services. Prior to Final Map approval, a submittal of an EID meter award letter as proof of service would be required. (*Public Services and Utilities Element Policies 5.1.2.1, 5.2.1.9, 5.2.1.11, 5.3.1.7*)

Potential noise effects from transportation and existing stationary sources (sewer lift station, manufacturing uses) have been identified. Based on the environmental noise assessment conducted for the project, these noise effects would be minimized to a less than significant level in conformance with the standards set forth in the policies and conditions of approval. Some of these measures would include mitigation by design, utilizing standard construction materials, and construction of soundwalls. (*Public Health, Safety, and Noise Element Policies 6.5.1.1, 6.5.1.8, 6.5.1.7*)

The site is traversed by two perennial streams, an unnamed tributary to the west and Carson Creek to the east. These features have been incorporated as Open Space in the project design for in accordance with the CCSP. Portions of these features would be affected and enhanced as part of overall site preparation and construction of trails meandering along the wetland features. In total, the CCSP would include approximately 200 acres of passive Open Space that would encompass the wetland features. (*Conservation and Open Space Elements Policies (7.3.3.1, 7.3.3.5, 7.3.4.1, 7.3.4.2, 7.3.5.3, 7.6.1.1)*)

As contemplated in the CCSP, the project would include a future on-site recreation facility serving its residents. Trails within the project site have been designed along the riparian corridor, which connects to the existing trails within Euer Ranch-Four Season subdivision, and a Class II Bicycle Lane along Carson Crossing Drive, which would eventually connect to the existing and future bicycle lanes along White Rock and Latrobe Roads. (*Parks and Recreation Element Policies 9.1.1.3, 9.1.1.4, 9.1.2.9, 9.1.3.1, 9.2.2.1*)

### **3.0 CARSON CREEK SPECIFIC PLAN FINDINGS**

The Unit 2 Tentative Map has been verified for conformance with the specific policies and requirements of the CCSP and provisions of the Settlement Agreement including phasing, density, design, amenities, preservation of natural features and utilities. The proposed modifications have been determined to meet the objectives of the specific plan with regards to providing sufficient and safe pedestrian circulation.

The anticipated project development conforms to the applicable standards in the Specific Plan. Specifically, the residential subdivision has been designed and verified for conformance with the development and zone standards under Single-Family High



Density (SFHD) of the specific plan. Development of the site shall be required to obtain permit approvals, subject to review by the affected agencies. Therefore, the project has been found to be consistent with the Zone Standards in the CCSP.

#### **4.0 SUBDIVISION ORDINANCE**

##### **4.1 That the proposed map is consistent with the applicable general and specific plans;**

The revised map has been verified for conformance with applicable General Plan and CCSP Policies including provisions relating to density, design, development standards, and utilities. The anticipated development shall be subject to further conformance with the approved Conditions of Approval and Mitigation Measures. Therefore, the project has been found to be consistent with the applicable El Dorado County General Plan and CCSP.

##### **4.2 That the design or improvement of the proposed subdivision is consistent with the applicable general and specific plans;**

The design and improvement of the subdivision has been designed in conformance with the identified residential land use requirements in the Specific Plan. Improvement plans, grading plans, and other permit shall be further reviewed in accordance with the applicable County standards and recommended conditions of approval/mitigation measures for this project. Therefore, the project has been found to be consistent with the applicable El Dorado County General Plan and CCSP design and improvements.

##### **4.3 That the site is physically suitable for the type of development;**

##### **4.4 That the site is physically suitable for the proposed density of development;**

The site is physically suitable to accommodate the proposed density and improvements for Carson Creek Phase 2, Unit 2 residential subdivision. The site contains mild rolling hills and level areas with sparse tree coverage. The tributaries within the project site shall be preserved and incorporated as part of the subdivision design, in accordance with the Specific plan. Prior to any activity, the anticipated development would require various construction and environmental permits and plan approval, subject to review for consistency with the conditions of approval for the project.

##### **4.5 That the design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat;**

Development of the subdivision would be subject to the applicable provisions of the CCSP, and the required mitigation measures originally evaluated under the certified Environmental Impact Report (EIR) for the CCSP. Therefore, the project would have less than significant environmental impact, subject to the conditions of approval and mitigation measures imposed on the project.

- 4.6 That the design of the subdivision or the type of improvements is not likely to create serious public health and safety problems or unacceptable fire risks to occupants or adjoining properties;**

The proposed development has been designed and conditioned to ensure no serious public hazard would occur. In accordance with the Carson Creek Specific Plan, the design and improvements would involve a controlled internal road systems, public utility services, and emergency vehicular access. Development of the project would be subject to improvement plans and permits verifying construction of utilities for water, sewer, power, drainage and roads in accordance with the provisions of the Specific Plan, applicable County Design and Improvement Standards, and mitigation measures of the adopted CCSP EIR.

- 4.7 The board of supervisors shall not deny approval of a final map pursuant to section 66474 of the Subdivision Map Act if a tentative map has been approved for the proposed subdivision and if the board finds that the final map is in substantial compliance with the previously approved tentative map;**

Prior to recordation, the final map for this subdivision shall be reviewed and verified for conformance with the approved tentative map.

- 4.8 That the design of the subdivision or the type of improvements will not conflict with easement, acquired by the public at large, for access through or use of property within the proposed subdivision.**

Subject to conditions of approval, all necessary utility and right-of-way easements for the project are appropriately depicted on the submitted plans and shall be further verified for any conflicts by the County Surveyor's Office at the time of filing of the Final Map for any portions of the approved tentative map.

### **Conditions of Approval**

*The following are the original and revised Conditions of Approval and Mitigation Measures applicable to Unit 2 Revised Tentative Map. Conditions with underline and strikeouts reflect the necessary edits.*

### **Project Description**

(Original Approved Project Description under TM06-1428)

1. The Tentative Subdivision Map, Minor Modifications to the CCSP, and Design Waivers are based upon and limited to compliance with the project description, the Planning Commission hearing exhibits marked Exhibits M and N, and conditions of approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations

without the above described approval will constitute a violation of permit approval. The project description is as follows:

- A. Tentative Subdivision Map creating a residential subdivision creating 634 residential lots ranging from 4,000 square feet to 16,390 square feet, two large lettered lots for future multifamily residential development, five private recreational lots, 13 landscape lots, one open space lot, two landscape/access lots, one park lot, two private road lots, one utility lot (pump station), a Remainder parcel, and a phasing plan;
- B. Administrative modifications to the Carson Creek Specific Plan including:
  1. Amendment to the Circulation Plan as follows:
    - A. Construction of a secondary point of road access connection to Investment Blvd;
    - B. Construction of 6-foot wide sidewalk on one side of the internal residential collector (promenade); and
    - C. Removal of sidewalks within residential courts; and
  2. Amendment to the Land Use Plan deleting the identified Sheriffs and Fire Station sites; and
- C. Design Waivers of the following El Dorado County Design and Improvement Standard Manual (DISM) road standards:
  1. Construction of Carson Crossing Drive encroachment onto Golden Foothill Parkway based on Standard Plan 103E without the 100-foot tapers;
  2. Construction of all proposed encroachments onto Carson Crossing Drive based on Standard Plan 103D without the 100-foot tapers;
  3. Construction of dead-end cul-de-sac in excess of 500 feet located at the southern of the project;
  4. Reduction of cul-de-sacs and knuckle rights-of-ways from 60 feet to 50 feet and curb face radius from 50 feet to 44.5 feet;
  5. Reduction of minimum gutter slope to 0.45%;
  6. Reduction of sidewalk widths from 6-foot to 4-foot for residential streets; and
  7. Reduction of residential street right-of-way from 50 feet to 40 feet.

(Revised Project Description under TM06-1428-R)

Revision to approved Carson Creek Unit 2 Tentative Subdivision Map consisting of the following modifications:

- 1) Modify approved Phasing Plan;
- 2) Re-design alley-load residential lots with standard front load street frontage;
- 3) Realignment of on-site trail at Lot G Park;
- 4) Relocate sewer lift station;
- 5) Addition of landscape lots along Promenade area;
- 6) Eliminate the roadway loop at the southern portion of the project area and replace it with the roadway stubs fire department turn-around(s) and;
- 7) Eliminate Condition of Approval No.31 involving a 30-acre regional park.

The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the County.

2. As a condition of approval of all tentative maps, a minimum 6-foot-tall wood or other solid fence shall be required to be constructed for all parcels adjacent to the boundaries of the Specific Plan. Materials shall be those specified in the revised acoustical analysis for the project.
3. An updated open space management plan shall be prepared by the developer, subject to review and approval by the El Dorado Hills CSD. The plan shall include wild fire management plans for the open space.
4. If parkland is dedicated to the EDHSCD, prior to County approval of any final map, the developer shall show evidence of a recorded agreement with the EDHCSD for the location, size, park improvements (including water meters and sewer hook ups), maintenance, and timing of dedication and acceptance of parks throughout the Specific Plan area.

The developer will be required to provide a Phase I environmental assessment of land to be dedicated to a public agency.

5. A financing mechanism or mechanisms, such as a Landscaping and Lighting District (LLAD) for development and maintenance of parks, and for maintenance of open space, landscaping, lighting, fencing, trails, walkways, corridors, signage, sound walls, entry monuments, and other common or public areas shall be determined prior to approval of the final map: Improvement plans for the above referenced items will be submitted to the El Dorado Hills Community Services District (EDHCSD) for approval, and the financing mechanisms shall be in place prior to issuance of building permits (section 5.2 of the Carson Creek Specific Plan). Upon annexation of this project into the EDHCSD; the Carson Creek Specific Plan area shall be subject to the adopted park impact fee imposed for new development within the EDHCSD boundary and will be paid by the developer at the time a building permit is issued.
6. As a condition of approval of all tentative maps, a wood or other solid fence, at least six feet in height, will be constructed by the developer for all residential lots adjacent to the boundaries of the Specific Plan:

Agricultural fencing per County Resolution No. 98A-90 shall be required along the Sacramento/El Dorado County line in any location not adjacent to a residential lot/parcel.

The CC&Rs will specify the fence design approval process. Fence design will be as approved by the El Dorado Hills Community Services District and the appropriate design review committee.

The developer will provide a funding mechanism, such as a homeowners association or a Landscaping and Lighting District, for the maintenance of fencing adjacent to open space.

7. The developer will be required to provide water meters for all residential lots, parks, landscaped corridors, and open space parcels. (Costs of water meters for parks may or may not be a credit to developer pending negotiations with EDHCSD Board of Directors.
8. The filing of tentative map and recording of the final map shall establish the appropriate zoning.

The following are Mitigation Measures from the CCSP EIR:

9. Golden Foothills Parkway at Carson Creek
  - a) Use native plant species as the majority of those planted in the proposed 30-foot greenbelt to maximize a compatible visual relationship with the surrounding natural terrain and vegetation.
  - b) Require use of natural colored roof materials in project developments to maximize consistency with the surrounding natural environment and to minimize stark visual contrasts.
  - c) Use natural components in fencing materials (e.g., wood, stone, and brick) in developments along Carson Creek to enhance visual compatibility with the natural surroundings of the site.
  - d) Use natural components in pedestrian trail features (e.g., fences, trail materials) to enhance visual compatibility with the natural surroundings of the site.
  - e) Retain unobstructed views of Carson Creek from locations along Golden Foothills Parkway.
10. Phase 1 (Grading Phase) Construction Emissions
  - a) The project applicant shall comply with El Dorado County APCD Rule 223 as required by the Air Pollution Control Officer. The project applicant shall prepare a fugitive dust control plan to be submitted to, and approved by, the APCD prior to the commencement of construction. Control measures to be outlined in the plan may include, but are not limited to, the following:
    - Application of water or suitable chemicals Or other specified covering on materials 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, trailer 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;
- Limiting traffic speeds on all unpaved road surfaces to 15 mph;
- Suspending all grading operations when wind speeds exceed 20 miles per hour (including instantaneous gusts);
- Alternate means of control as approved by the Air Pollution Control Officer.

b) Construction equipment engines shall be maintained in proper operating condition.

11. Phase II (Facilities Phase) Construction Emissions

- a) Low emission mobile construction equipment shall be used (e.g., tractor, scraper, dozer, etc.)
- b) Construction equipment engines shall be maintained in proper operating condition.
- c) Low-emission stationary construction equipment shall be used,
- d) A trip reduction plan shall be developed and implemented to achieve 1.5 average vehicle occupancy (AVO) for construction employees.
- e) 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 shall be developed and implemented.
- f) The project applicant shall comply with El Dorado County APCD Rule 224.
- g) The project applicant shall comply with El Dorado County APCD Rule 215.

12. Stationary Source Emissions

- a) The applicant shall incorporate energy-saving design features into future levels of project implementation as feasible and appropriate. The feasibility and appropriateness of each measure can best be determined at future, more-detailed levels of planning. These design features may include, but are not limited to, the following:
- 1) Shade trees;
  - 2) Energy-efficient and automated air conditioners;
  - 3) Double-pane glass in all windows;
  - 4) Energy-efficient parking lot lights;
  - 5) Adequate ventilation systems for enclosed parking facilities;
  - 6) Solar or low-emission water heaters;
  - 7) Energy-efficient lighting and lighting controls;
  - 8) Central water heating systems;
- b) The applicant, future successors in interest or future homebuilders shall install only EPA-certified woodstoves and fire places.

13. Regional Mobile Source Emissions - The County shall coordinate with the Folsom, El Dorado, Cordova TMA to consider including the project site within the TMA's jurisdiction.

14. Short-Term Construction Noise - Construction activities not associated with road infrastructure improvements 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 5:00 p.m. on any weekday; Between the hours of 8:00 a.m. and 5:00 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 by keeping engine doors closed during equipment operation. For equipment that cannot be enclosed behind doors, lead curtains shall be used to attenuate noise.

15. Increased Traffic Noise

Where the development of a project could result in the exposure of noise-sensitive land uses to existing or projected future traffic noise levels in excess of the applicable County noise standards, the County shall require an acoustical analysis to be performed prior to the approval of such projects. Where acoustical analysis determines that the project would contribute to traffic noise levels in excess of applicable County noise standards at proposed on-site or planned future off-site noise sensitive uses, the County shall require the implementation of noise attenuation measures, such as setback, sound barrier walls, or noise berms, as necessary to reduce traffic noise levels at proposed noise sensitive uses to conform with the applicable County standards.

In accordance with the recommendations of the Environmental Noise Assessment prepared by Bollard Acoustical Consultants (dated January 21, 2009), the following provisions shall be implemented:

- a) An 8-foot tall solid noise barrier shall be constructed at the locations shown in Figure 1 of the noise assessment to reduce noise levels in future backyard areas of the affected residential lots to 60 dB Ldn or less. Conformance with this condition shall be verified by Planning Services Division.
- b) To ensure compliance with the County's 45 dB Ldn interior noise level standard, all second-floor bedroom windows of the residences constructed adjacent to Carson Crossing Drive from which that roadway would be visible have a minimum STC rating of 30. A Notice of Restriction shall be recorded with the Final Map for the affected lots requiring that the above requirement shall be implemented with the residential building permits for the affected lots. The language of the notice shall be reviewed and approved by Planning Services Division prior to recordation.

16. Stationary Source Noise

Where the development of a project could result in the exposure of on-site noise-sensitive land uses to projected on-site or off-site stationary source noise levels in excess of the applicable County noise standards the County shall require an acoustical analysis to be performed prior to the approval of such projects. Where acoustical analysis determines that stationary source noise levels would exceed applicable County noise standards at proposed on-site noise sensitive uses, the County shall require the implementation of noise attenuation measures, such as setbacks, sound barrier walls, or noise berms, as necessary to reduce stationary source noise levels at proposed noise sensitive uses to conform to the applicable County standards.

In accordance with the recommendations of the Environmental Noise Assessment prepared by Bollard Acoustical Consultants (dated January 21, 2009) for Unit 2 Tentative Map, the following provisions shall be implemented:

- a) A copy of the disclosure statement detailing the potential operational impacts from adjacent uses shall be provided to the future residents of the residential subdivision. Prior to recordation of the first residential final map, the applicant shall provide a copy of the disclosure statement for review and approval by the Development Services-Planning Division.
- b) Air conditioning shall be included in all residences allow occupants to close doors and windows as desired to achieve additional acoustic isolation from the commercial noise source in the project vicinity and maintain a 45 dB interior noise level. A Notice of Restriction shall be recorded with the Final Map for the affected lots requiring that the above requirement shall be implemented with the residential building permits. The language of the notice shall be reviewed and approved by Planning Services Division prior to recordation.



- c) The applicant shall coordinate with El Dorado Irrigation District (EID) to ensure that acoustic retrofits and upgrades to the emergency generator building are constructed or an 8-foot tall solid barrier shall be constructed along the southern and western property lines of the generator site. Upgrades to the generator building would require the use of acoustically absorptive materials at the interior of the generator building, silencers at both cooling air inlet and exhaust ports, and upgraded doors. If the lift station is abandoned, then a 6-foot tall barrier shall be required at the nearest residences to provide shielding from the boat storage facility. Conformance with this condition shall be verified by Planning Services Division.
- d) Prior to recordation of first residential lot final map that includes lots subject to DST noise impacts greater 45 dB, the applicant shall: 1) coordinate with DST to develop industrial noise control measures which could be implemented at the source of the noise (i.e. acoustical silencers, partial enclosures of the noise generating equipment, procurement of quieter equipment, etc.) to reduce the size of the 45 dB Leq contour to the area where no residences are proposed. The applicant shall coordinate in writing with Planning Services Division on the status of the applicant's coordination with DST; 2) provide for review by Planning Services Division an updated acoustical study detailing the necessary standards to minimize the noise impact. Until noise control measures described in b) above or any other mitigation measures can be implemented and verified as being effective, only residential final map in areas beyond the 45 dB Leq contour (as shown in Figure 4 of the assessment) shall be recorded and allowed to be developed.

17. Loss of Wetlands

- a) Prior to issuance of a grading permit, a Stream Bed Alteration Agreement shall be obtained from CDFG, pursuant to §1600 of the California Fish and Game Code, for each stream crossing and any other activities affecting the bed, bank, or associated riparian vegetation of the stream. If required, the project applicant shall coordinate with CDFG in developing appropriate mitigation, and shall abide by the conditions of any executed permits.
- b) Grading activities shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control situation, and the potential discharge of pollutants into drainages.

18. Liquefaction

- a) The El Dorado County Department of Transportation (DOT) shall consult with the El Dorado County Planning Department during the grading permit approval process to ensure that earth resources impacts related to development in the Carson Creek Specific Plan area are sufficiently addressed.

- b) Prior to the approval of a grading permit for development in the Carson Creek drainage, the applicant shall submit to, and receive approval from, the El Dorado County Department of Transportation (DOT) a soils and geologic hazards report meeting the requirements for such reports provided in the El Dorado County Grading Ordinance. If proposed improvements to the Carson Creek drainage would be located in areas identified as susceptible to soils or geologic hazards, proposed improvements to the Carson Creek drainage shall be designed to prevent failure or damage due to such hazards.

19. Ground Staking

Prior to the issuance of building permits all structures shall be designed in accordance with the Uniform Building Code (UBC), Chapter 23. Although wood frame buildings of not more, than two stories in height in unincorporated areas are exempt under the California Earthquake Protection Law, structures shall adhere 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 proposed building sites.

Prior to the approval of subdivision maps in the vicinity of the Mormon Island Fault Zone, a ground acceleration analysis shall be conducted for the Mormon Island Fault Zone. All structures shall be designed in accordance with the ground acceleration analysis for the Mormon Island Fault Zone and the on-site ground accelerations anticipated from the Bear Mountains Fault Zone.

20. Topographic Alteration (Ground Stability & Erosion) Prior to the issuance of grading permits, grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations. These findings all include methods to control soil erosion and ground instability. Some potential methods include:

- a) Uncemented silty soils are prone to erosion. Cut slopes and drainage ways within native material shall be protected from direct exposure to water run off immediately following grading activities. Any cut or fill slopes and their appurtenant drainage facilities shall be designed in accordance with the El Dorado County Grading Ordinance and the Uniform Building Code guidelines. In general, soil slopes shall be no steeper than 2:1 (horizontal to vertical) unless authorized by the Geotechnical Engineer. Slope angles shall be designed to conform to the competence of the material into which they are excavated. Soil erosion and instability may be accelerated due to shearing associated with the Foothills Fault System, and/or Mormon Island Fault Zone.
- b) Drainage facilities shall be lined as necessary to prevent erosion of the site soils immediately following grading activities.
- c) During construction, trenches greater than 5 feet in depth shall be shored, sloped back at a 1:1 (horizontal to vertical) slope angle or reviewed for stability by the

Geotechnical Engineer in accordance with the Occupational Safety and Health Administration regulations if personnel are to enter the excavations.

- d) Surface soils may be subject to erosion when excavated and exposed to weathering. Erosion control measures shall be implemented during and after construction ~to conform With National Pollution Discharge Elimination System, Storm Drain Standards and El Dorado County Standards.
- e) Rainfall shall be collected and channeled into an appropriate collection system designed to receive the runoff, minimize erosion and convey the runoff off-site. Conduits intended to convey drainage water off-site shall be protected with energy dissipating devices as appropriate, and in some areas potentially lined with an impermeable, impact proof material.
- f) Parking facilities, roadway surfaces, and buildings all have impervious surfaces which concentrate runoff and artificially change existing drainage conditions. Collection systems shall be designed where possible to divert natural drainage away from these structures, to collect water concentrated by these surfaces and to convey water away from the Site in accordance with the National Pollution Discharge Elimination System, Storm Drain Standards and El Dorado County Standards.

21. Increased Surface Runoff

- a) Prior to the approval of the first tentative subdivision or parcel map, a condition of approval shall be placed on the tentative map that states prior to the issuance of a grading plan, the project applicant shall submit and obtain approval of final drainage plans by the El Dorado County Department of Transportation. These final drainage plans shall demonstrate that future post-development storm water discharge levels from the project will remain at existing storm water discharge levels and detention basins will be permanently maintained. The drainage plan 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 forma drainage zone of benefit (Z0B) or other appropriate entity to ensure that all storm water drainage facility maintenance requirements are met. The drainage plans 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 and implementation and maintenance responsibilities. The plan shall address storm drainage during construction and proposed BMPs to reduce erosion and water quality degradation. All on-site drainage facilities shall be constructed to El Dorado County Department of Transportation satisfaction. BMPs shall be implemented throughout the construction process. The following BMPs, or others deemed effective, by the Department of Transportation, will be implemented as necessary and appropriate:

- *Soil Stabilization Practices*

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

- *Sediment Barriers*

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

- *Site Construction Practices*

- Winterization
- Traffic Control
- Dust Control

- *Runoff Control in Slopes/Streets*

- Diversion Dikes
- Diversion Swales
- Sediment Traps

- b) Specific measures shall be identified in the final drainage plans to reduce storm water discharge at the Southern Pacific Railroad bridge (Malby Crossing) at the site's southern end. These measures shall include detention basins of adequate size to reduce post-development discharge to pre-development levels. Maintenance of the detention basin and drainage facilities shall include periodic inspections (e.g., annual) to ensure facility integrity and debris removal as necessary.

22. 100-Year Flood Event

Prior to the approval of the final map, the applicant shall submit a final drainage plan that clearly identifies the 100-year flood zone following project development to the El Dorado County Department of Transportation for approval. Project development shall not occur in areas within the 100-year flood zone shown in the final drainage plan. The final drainage plan shall be prepared by a registered civil engineer and contain a hydrologic study that outlines the 100-year flood zones associated with the project and proposed flood control measures such as detention basins. Alternatively, 100-year flood protection improvements, approved by the El Dorado County Department of Transportation, can be implemented to allow development in these areas. All storm drainage facilities and embankments shall be designed in compliance with the County Drainage Manual.

23. Short-Term Construction-Related Water Quality Impacts

- a) Prior to issuance of a grading permit, the developer shall obtain from the SWRCB ~~CVRB~~ a General Construction Activity Storm water Permit under the National Pollutant Discharge Elimination System (NPDES) and comply with all requirements of the permit to minimize pollution of storm water discharges during construction activities.
- b) Prior to issuance of a grading permit, the project applicant shall submit to the El Dorado County Department of Transportation and the Resource Conservation District for review and approval an erosion control program which indicates that proper control of siltation, sedimentation and other pollutants will be implemented per NPDES permit requirements. The erosion control plan shall include BMPs as discussed in mitigation measure 4.10-1, and as follows: sediment basins sediment traps, silt fences, hay bale dikes, gravel construction entrances .maintenance programs, and hydroseeding.

24. Long-Term Water Quality Impacts

- a) On-site detention basins shall be constructed and maintained through the construction period to receive storm water runoff from graded areas to allow capture and settling of sediment prior to discharge to receiving waters. Periodic maintenance of detention basins, Such as debris removal, shall occur on a monthly basis or more frequently as needed to ensure continued effectiveness.
- b) Prior to issuance of a grading permit, the project applicant shall develop a surface water pollution control plan (i.e., parking lot sweeping program and periodic storm drain cleaning) to reduce long-term surface Water quality impacts. Parking lot sweeping shall occur on a weekly basis and storm drain clearing shall occur semi-annually. The plan shall also include the installation of oil. gas and grease trap separators in the project parking lot. These grease trap separators will be cleaned annually. The project applicant shall develop a financial mechanism, to be approved by the El Dorado County Department of Transportation that ensures the long-term implementation of the program.

25. Archaeological Sites CC-1, CC-2, CC-3, CC-4, CC-5, CC-6 and Archaeological Linear Features CC-LF-1, CC-LF-2, and CC-LF-3

- a) Prior to grading and construction activities, significant cultural resources found on the project site shall be recorded or described in a professional report and submitted to the North Central Information Canter at California State University at Sacramento.
- b) During grading and construction activities, the name and telephone number of an El Dorado County-approved, licensed archaeologist shall be available at the project site. In the event a heritage resource is encountered during grading or construction activities, the project applicant shall ensure that all activities will

cease in the vicinity of the recovered heritage resource until an archaeologist can examine the find in place and determine its significance. If a find is authenticated, the archaeologist shall determine proper methods of handling the resource(s) for transport and placement in an appropriate repository. Grading and construction activities may resume, after the resource is either, retrieved or found to be not of consequence.

26. School Fees

- a) The project applicant shall pay the commercial school fee of \$0.31 per square foot for the age-restricted residential development.
- b) The project applicant shall reimburse the Latrobe School District for out-of-pocket expenses incurred in planning for school sites within the Carson Creek Specific Plan area before it was age restricted.
- c) The project applicant also shall meet with the Latrobe School District and the El Dorado Union High School. District to renegotiate school fees in the unlikely event that the age restrictions for the Carson Creek Specific Plan area are lifted.

27. Law Enforcement

The project applicant shall ensure adequate law enforcement personnel and equipment to serve the Specific Plan area, as demonstrated by one of the following mechanisms:

- a) Prior to the issuance of each building permit, the project applicant will be required to obtain a service letter from the El Dorado County Sheriff's Department identifying that law enforcement staff and equipment are available to serve the proposed land use upon occupancy,
- b) Prior to the issuance of the building permit, the project applicant shall create an assessment district or other mechanism to provide funding to the El Dorado County Sheriff's Department for adequate law enforcement staff and equipment upon occupancy and in the future.

28. Water Consumption

Project impacts cannot be reduced to a less than significant level until the EID procures new water supplies that are sufficient to meet water needs of the proposed Specific Plan at build out in conjunction with existing planned growth, or an alternative public water source is secured. Implementation of the following mitigation, measures would reduce potential project impacts on water supply. The project applicant would be required to implement these measures before approval of building permits.

- a) In accordance with EID Policy Statement No. 22, the project applicant shall prepare a Facility Plan Report (FPR) for the proposed project, The FPR Shall

address the expansion of the water and sewer facilities and the specific fire flow requirements for the phases of the project.

- b) Low-volume and low-flow fixtures shall be installed to reduce water consumption.
- c) Efficient irrigation systems shall be installed to minimize runoff and evaporation and maximize the water that will reach plant roots. One or any combination of the following methods of increasing irrigation efficiency shall be employed: drip irrigation, soil moisture sensors, and automatic irrigation systems. Mulch shall be used extensively in all landscaped areas. Drought resistant and native vegetation shall be used in landscaped areas.

29. Historic Mining

Prior to the issuance of a grading permit, shallow groundwater and on-site drainage area shall be sampled to determine the potential presence of on-site contamination (mercury, etc.). If contamination is found, the appropriate regulatory agency shall be contacted. If deemed necessary by the appropriate regulatory agency, remediation shall be undertaken in accordance with all existing local, state, and federal regulations/requirements and guidelines established for the treatment of hazardous substances.

30. Underground Storage Tank (UST)

Prior to the issuance of a grading permit, the extent (soil and/or groundwater) of potential on-site contamination resulting from the operation of off-site USTs shall be assessed. Once the extent of contamination has been determined, the appropriate regulatory agency shall be consulted in identifying the responsible party and initiating the development of a remediation program in accordance with all applicable local, state, and federal regulations/requirements and guidelines established for the treatment of hazardous substances.

~~31. The project applicant shall undertake the following activities to encourage construction of the 30-acre regional park as soon as feasible:~~

- ~~a) The applicant shall rough grade the regional park site and shall construct a chip and seal road to the park site within 60 days of recording of the first final subdivision map for Euer Ranch (Phase 1).~~
- ~~b) The County intends to form a county or region wide financing mechanism such as an El Dorado Hills ("EDH") regional park district or zone of benefit to pay for ongoing regional park maintenance and any improvements, including those noted in subsection d) below. The formation of this funding mechanism is a precondition to the applicant's obligations under subsections e) through h) below,~~
- ~~e) The Carson Creek Specific Plan Area shall join in the agreed upon financing mechanism.~~

- d) ~~The applicant shall seek to annex the Carson Creek Specific Plan Area into EID in order to obtain the necessary water resources for the regional park; reclaimed water shall be used to the extent feasible to water the ballfields but potable water is necessary for drinking fountains.~~
- e) ~~The applicant shall advance funds, or conducting a nexus study for the regional park assessment district or other agreed upon, formed financing mechanism within 120 days.~~
- f) ~~The applicant shall advance funds, within 180 days a feeter the County approves the first tentative map for Phase 2 of the Carson Creek Specific Plan Area, to pay for completing the following:~~
- ~~1) grading 20 acres for ball fields per County specifications;~~
  - ~~2) installing chip and seal parking area at the regional park;~~
  - ~~3) installing potable and reclaimed water lines to the regional park;~~
  - ~~4) obtaining EDUs for EID water and/or installing a well water system;~~
  - ~~5) installing shielded sports lighting on 15 acres of ball fields;~~
  - ~~6) installing restrooms, bleachers, and concession stands; and~~
  - ~~7) installing drainage system, irrigation system, and turf on 15 acres of ballfields.~~
- g) ~~The applicant's contributions noted above in subsections a), e), and f) shall be considered a loan, which shall be paid back by the assessment district or other approved financing mechanism, upon the sale of the bonds necessary to construct the facility.~~
32. The applicant will pay light rail fees in the following circumstances: (1) a region-wide or county-wide, light-rail fee requirement is imposed; (2) before grading permits are issued; and (3) fees shall only apply to units in which no building permit has been issued at the time the light rail fee is imposed. The applicant will receive credit against any fees for any light rail related improvements or land donated to serve light rail.
33. Open channel drainage: The applicant shall minimize the use of culverts and concrete V-ditches and maximize the use of open: unlined and vegetated channels to facilitate removal of pollutants and sediment and to preserve a more natural rural feel to the development. The applicant shall employ best management practices to protect water quality and to minimize erosion in the drainage system. Such practices shall include utilizing grassy swales, open ditches, energy dissipaters, water quality ponds, and grease/oil traps.
- a) Open Space Areas: All drainage in open space corridors shall remain natural, unlined and open. Except as expressly indicated elsewhere in the specific plan, the applicant will not use culverts in these channels and road crossings shall be bridged.
  - b) Within areas designated for residential and industrial use, vegetated open-channel drainage shall be the primary means of accommodating stormwater runoff and existing surface water bodies, in residential areas, where the homes front the



streets, site design shall emphasize drainage to open, vegetated channels away from streets and towards the back and side lots. In instances where such drainage is not engineering practicable, drainage towards streets shall utilize gutters, A.C. dikes, rolled curbs, and/or vertical curbs will be utilized. These drainage facilities shall be kept to a minimum and will convey drainage to open channel ditches (1) along collectors and other streets where homes do not front the streets and (2) between lots. Piped drainage facilities shall be kept to a minimum. Open channel ditches shall convey the drainage to natural drainage channels in the open space areas but not before ensuring that water quality standards are maintained through the implementation of best management practices.

34. Roadways in the Carson Creek Specific Plan Area shall be curvilinear and separated from pedestrian pathways that run around, over, under, and between structures. Where feasible, cul-de-sacs will be incorporated into circulation system designs. The majority of roads (asphalt portion only) shall be 26 feet or less in width.

Furthermore, the Carson Creek Specific Plan Phase 2 street development standards (asphalt portion only), shall be modified to incorporate the following maximum widths:

- a) One-way streets shall be no more than 18 feet wide;
- b) Two-way streets shall be no more than 24 feet wide;
- c) Minor collectors with less than 350 average daily trips ("ADT") shall be no more than 24 feet wide;
- d) Minor collectors with more than 350 average daily trips ("ADT") shall be no more than 26 feet wide;
- e) Major collectors with homes fronting the street, shall be no more than 30 feet wide;
- f) Major collectors, without homes fronting the street and with less than 350 ADT, shall be no more than 24 feet wide;
- g) Major collectors, without homes fronting the street and with more than 350 ADT, shall be no more than 26 feet wide. The majority of roads (asphalt portion only) shall be 26 feet or less in width.

Parking bays may be required for emergency parking along collectors and in residential areas where these standards prohibit parking along the streets. The parking bays shall be kept to a minimum and located where topography permits. Street standards are subject to the review of the El Dorado Hills Fire Departments; for public safety reasons, the fire department may require wider roads in some places or turn-arounds, hammerheads, or other measures to facilitate the movement of emergency vehicles.

For the Carson Creek Specific Plan, Phase 1, these road standards will be adopted only if the County finds that the final maps, containing these standards, are consistent with the tentative maps, as required by law.

*The following are new conditions of approval recommended for the Carson Creek Unit 2 Tentative Map by the following agencies:*

**Planning Services**

35. In the event of any legal action instituted by a third party challenging the validity of any provision of this approval, the developer and landowner agree to be responsible for the costs of defending such suit and shall hold County harmless from any legal fees or costs County may incur as a result of such action, as provided in Section 66474.9(b) of the California Government Code.

The applicant shall defend, indemnify, and hold harmless El Dorado County and its agents, officers, and employees from any claim, action, or proceeding against El Dorado County or its agents, officers, or employees to attack, set aside, void, or annul an approval of El Dorado County concerning a subdivision, which action is brought within the time period provided for in Section 66499.37.

36. Prior to submittal of first final map, the applicant shall remit payment of any outstanding fees as detailed and required in the *Agreement for Payment of Processing Fees* authorized for this project.
37. Prior to recordation of the residential Final Map, the applicant shall provide written statement justifying the project's consistency with the mitigation measures in the adopted Mitigation Monitoring Reporting Program for Carson Creek Specific Plan. The documentation shall be provided to and reviewed by the Development Services-Planning Division.
38. Prior to recordation of the residential Final Map, the applicant shall submit an executed EID meter award letter.

**DEPARTMENT OF TRANSPORTATION**

*PROJECT SPECIFIC CONDITIONS*

39. Specific Plan and Mitigation Measures: The applicant shall be subject to all applicable conditions as specified for the Carson Creek Specific Plan as well as any required Mitigation Measures described in the Mitigation Monitoring Checklist for the Carson Creek Specific Plan.
40. Carson Crossing Drive: The applicant shall construct Carson Crossing Drive with an 80-foot right of way from the northwest corner of Lot A as shown on the Tentative Map, to the intersection with Golden Foothill Parkway. The applicant shall provide the

appropriate lane spacing and site distance along Carson Crossing Drive for any future signal at the Carson Crossing Drive and A drive intersection.

The applicant shall place conduits across Carson Creek Drive and A Drive to be utilized for a future signal at the Carson Crossing Drive and A drive intersection.

The applicant shall construct an opening in the median at the B Drive intersection. The applicant shall install a mountable curb system across the opening to deter regular vehicular use of the opening, but will still allow emergency vehicles to cross the median and enter the emergency gate at B Drive.

The above improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.

41. Investment Blvd: The applicant shall construct a full width extension of Investment Blvd to the west to the intersection with ZZ Drive. The extension shall have a 67 foot right of way with slope and utility easements as needed to extend to the southwestern curb return of ZZ Drive. The improvements shall include curb, gutter and 6 foot sidewalk on both sides of Investment Blvd. All wet and dry utilities shall be extended to the western end of the Investment Blvd extension. The applicant shall also provide a temporary turnaround at the western end of the extension. The turnaround shall be constructed to the provisions of County Standard Plan 114 or approved equivalent by the local fire district. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
42. Encroachment: The applicant shall obtain an encroachment permit from DOT and shall construct Carson Crossing Drive encroachment onto Golden Foothill Parkway per DISM Standard Plan 103E without the 100-foot tapers. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
43. Encroachment: The applicant shall construct the encroachments of A Drive and B Drive onto Carson Crossing Drive per DISM Standard Plan 103E and 103D respectively without the 100-foot tapers. B drive shall be gated with emergency access and right out only egress. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
44. Encroachment: The applicant shall construct the encroachment of ZZ Drive onto Investment Blvd per DISM Standard Plan 103D without the 100-foot tapers. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.

45. Turn Pocket: The applicant shall provide a left turn pocket on west bound Carson Crossing Drive onto A Drive. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
46. Turn Pocket: The applicant shall provide a striped left turn pocket on west bound Golden Foothill Parkway onto Carson Crossing Drive. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
47. Road Design Standards: All roads shall be constructed in conformance with the Carson Creek Specific Plan and the Design and Improvements Standard Manual Standard Plan 101B and as noted in table 1 below. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.

Table 1. Carson Creek Unit 2 Tentative Map Roadways

Road Name	Section	Right of Way Width	Pavement Width	Design Speed Limits	Exceptions/Notes
E Drive, F Drive, G Drive, H Drive, I Drive, J Drive, K Drive, L Drive, M Drive, N Drive, O Drive, P Drive, Q Drive, R Drive, S Drive, T Drive, U Drive, V Drive, W Drive, X Drive, Y Drive, Z Drive, AA Drive, BB Drive	A-A	40 feet	24 feet travel way	25 MPH	Type 1 rolled curb & gutter on both sides, 4 feet sidewalks on both sides
A Court, E Court, U Court, V Court	B-B	40 feet	24 feet travel way	25 MPH	Type 1 rolled curb & gutter on both sides, no sidewalk
A Drive (from C Drive) to D Drive, B Drive, C Drive, D Drive	C-C	64 feet	26 feet travel way	25 MPH	Curbs adjacent to the fronts of lots shall be Type 1 rolled curb & gutter. All curbs adjacent to the sides of lots shall be Type 2 vertical curb & gutter on both sides, open swale drainage on both sides, 6-foot separated sidewalk on one side
A Drive (from Carson Crossing Drive) to C Drive	D-D	80 feet to 150 feet	36 feet travel way (2-18 foot lanes); landscaped median (width varies 6 feet to	25 MPH	Type 2 vertical curb & gutter on both sides, 6 feet sidewalks on both sides, open swale drainage on both sides between back of curb and sidewalk

A Drive (at C Drive)	H-H & I-I	64 feet	76 26-foot travel way (2- 13-foot lanes)swale drainage	25 MPH	Type 2 vertical curb & gutter on both sides, 6-foot sidewalks on both sides, open swale drainage on both sides between back of curb and sidewalk
Carson Crossing Drive	E-E	80 feet plus utility/slope easements	36-foot travel way (2- 12-foot lanes w/6 foot bike lanes, 18-foot total), landscaped median (width varies)	40 MPH	2' benches on outer side of travel way next to roadside drainage ditch on both sides, 6-foot sidewalk outside of ROW on south and east side. (Lots A, L, O and Y)
Alley A, Alley B, Alley C, Alley D, Alley E, Alley F, Alley G	F-F	22 feet	22 feet (2-11 foot lanes) travel way, 4' Concrete Valley gutter	25 MPH	No sidewalk, curb & gutter
Investment Blvd extension	H-H	67 feet plus utility/slope easements	48-foot travel way	40 MPH	Type 2 vertical curb and gutter with 6' sidewalk and 1' bench behind sidewalk on both sides
ZZ Drive	G-G	40 feet	26-foot (2-13' lanes) travel way	25 MPH	Type 2 vertical curb and gutter and 4' sidewalk w/ 0.5' (1/2 foot) bench behind sidewalk on both sides. Excepting where home fronts the street, then type 1 rolled curb and gutter.

**Table 1. Carson Creek Unit 2 Revised Tentative Map Roadways**

<u>ROAD NAME</u>	<u>DESIGN STANDARD PLAN</u>	<u>ROAD WIDTH* / SHOULDER WIDTH</u>	<u>RIGHT OF WAY**</u>	<u>DESIGN SPEED</u>	<u>EXCEPTIONS/ NOTES</u>
<u>A Drive ( From C Drive to D Drive</u>	<u>Per typical section detail shown on the plans I-I</u>	<u>26 feet travel way (2 – 13 feet lanes) swale drainage.</u>	<u>64 foot</u>	<u>25 MPH</u>	<u>Type 2 vertical curb &amp; gutter on both sides, four foot sidewalk on both sides, open swales drainage on both sides between back of curb and sidewalk.</u>
<u>Carson Crossing Drive</u>	<u>Per typical section shown on the plans E-E</u>	<u>36 feet travel way (2-12 feet lanes w/6 feet bike lane, 18 feet total), landscape median (width varies)</u>	<u>80 foot plus utility/slope easement</u>	<u><del>40</del> 35 MPH</u>	<u>Two foot benches on outer side of travel way next to roadside drainage ditch on both sides, six foot sidewalk outside of ROW on south and east side. (Lots A, L, O and Y).</u>
<u>Investment Blvd extension</u>	<u>Per typical section shown on the plans H-H</u>	<u>48 feet travel way.</u>	<u>67 foot plus utility slope easement</u>	<u>40 MPH</u>	<u>Type 2 vertical curb and gutter with six foot sidewalk and one foot bench behind sidewalk on both sides.</u>
<u>ZZ Drive</u>	<u>Per typical section shown on the plans G-G.</u>	<u>26 feet (2-13' lanes) travel way</u>	<u>40 foot travel way</u>	<u>25 MPH</u>	<u>Type 2 vertical curb and gutter and four foot sidewalk w/0.5' (1/2 foot) bench behind sidewalk on both sides. Except where homes front the street, then type 1 rolled curb and gutter.</u>
<u>E Drive, F Drive, G Drive, J Drive, K Drive, L Drive, M Drive, N Drive, O Drive, Q Drive, S Drive, T Drive, V Drive,</u>	<u>Per typical section shown on the plans A-A</u>	<u>24- feet travel way</u>	<u>40 foot travel way</u>	<u>25 MPH</u>	<u>Type 1 rolled curb &amp; gutter on both sides. Four foot sidewalk on one side.</u>

<u>X Drive, Y Drive, Z Drive, BB Drive, V Court</u>					
<u>E Court</u>	<u>Per typical section shown on the plans B-B</u>	<u>24- feet travel way</u>	<u>40 foot travel way</u>	<u>25 MPH</u>	<u>Type 1 rolled curb &amp; gutter on both sides, no sidewalk.</u>
<u>B Drive, C Drive, D Drive</u>	<u>Per typical section shown on the plans C-C</u>	<u>26 feet travel way</u>	<u>64 foot travel way</u>	<u>25 MPH</u>	<u>Curb adjacent to the fronts of lots shall be type 1 rolled curb &amp; gutter. All curb adjacent to the sides of lots shall be Type 2 vertical curb &amp; gutter on both sides, six foot separated sidewalk on one side.</u>
<u>A Drive ( From Carson Crossing Drive to C Drive)</u>	<u>Per typical section shown on the plans D-D</u>	<u>36 feet travel way (2-18 feet lanes), landscape median (width varies 6 feet to 26 feet)</u>	<u>80 foot to 150 foot</u>	<u>25 MPH</u>	<u>Type 2 vertical curb &amp; gutter on both sides, six foot sidewalk on both sides, open swale drainage on both sides between back of curb and sidewalk.</u>

**\* Road widths are measured from curb face to curb face or edge of pavement to edge of pavement if no curb (traveled way). Curb face for rolled curb and gutter is 6" from the back of the curb.**

**\*\* Non-exclusive road and public utility easements included**



48. Easements: The applicant shall irrevocably offer to dedicate a non-exclusive road and public utility easement (R&PUE) for onsite roadways as listed in the Table 1 and 50 feet wide radius R&PUE for any cul-de-sac on the final map. Slope easements shall be included as necessary. This offer will be accepted by the County.
49. Irrevocable Offer of Dedication: The applicant shall irrevocably offer to dedicate the right of way for all roads as described in Table 1, with the exception of Carson Creek Drive and Investment Boulevard with the filing of the final map. This offer will be acknowledged and rejected by the County.
50. Irrevocable Offer of Dedication: The applicant shall irrevocably offer to dedicate, in fee, the right-of-way for Carson Crossing Drive and Investment Boulevard as described in Table 1 with the filing of the final map. This offer will be accepted by the County.
51. Public Service Easement: The applicant shall provide an additional Public Service Easement (PSE) where the sidewalks are outside of the proposed right-of-way with the filing of the final map.
52. Gates, Location: Pursuant to Article 2, Section 1273.11 of the SRA Fire Safe Regulations, all gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on that road. Additionally, gate entrances shall be at least two feet wider than the width of the traffic lane(s) serving that gate.
53. Gates, Turnarounds: All gates shall be designed and constructed with turnarounds acceptable to the Department of Transportation and the Fire Department. The improvements shall be completed to the satisfaction of the Department of Transportation and Building Services or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
54. Turnaround: The applicant shall provide a turnaround at the end of the dead end roadways to the provisions of County Standard Plan 114 or approved equivalent by local fire district. The improvements shall be completed to the satisfaction of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
55. Vehicular Access Restriction: The applicant shall record a vehicular access restriction along the entire frontage of the lots adjacent to the following roads:
  - Carson Crossing Drive except Lot M & Lot N
  - A Drive from Carson Crossing Drive to C Drive, except Lot A
  - B Drive
56. Easements: All applicable existing and proposed easements shall be shown on the project plans.

57. **Signage:** The applicant shall install all necessary signage such as stop signs, street name signs, and/or "not a county maintained road" sign as required by the Department of Transportation prior to the filing of the map. The signing and striping shall be designed and constructed per the latest version of the California Manual Uniform Traffic Control Devices (MUTCD).
58. **Sidewalks:** Sidewalks may be located outside the right-of-way and meander as a means to provide interest and variety in alignment. The alignment and design of the sidewalks shall be reviewed and approved by the Department of Transportation prior to issuance of building permits. Pedestrian easements shall be provided where necessary. Final lane configurations, including the need for additional rights-of-way, shall be subject to review and approval of the Department of Transportation prior to improvement plan approval.
59. **Curb Returns:** All curb returns, at pedestrian crossing, will need to include a pedestrian ramp with truncated domes per Caltrans Standard A88A and 4 feet of sidewalk/landing at the back of the ramp.
60. **Maintenance Entity:** The proposed project must form an entity for the maintenance of any shared or common: private roads, parking facilities, landscaping, signs and drainage facilities. If there is an existing entity, the property owner shall modify the document if the current document does not sufficiently address maintenance of the roads, parking facilities, landscaping, signs, and drainage facilities of the current project. DOT shall review the document forming the entity to ensure the provisions are adequate prior to filing of the map.
61. **Common Fence/Wall Maintenance:** The responsibility for, and access rights for maintenance of any fences and walls constructed on property lines shall be included in the Covenants Codes and Restrictions (CC&Rs).
62. **Water Quality Stamp:** All new or reconstructed drainage inlets shall have a storm water quality message stamped into the concrete, conforming to the Storm Water Quality Design Manual for the Sacramento and South Placer Regions, Chapter 4, Fact Sheet SD-1. All stamps shall be approved by the El Dorado County inspector prior to being used.
63. **Construction Hours:** Construction activities shall be conducted in accordance with the County Health, Safety, and Noise Element and limited to the daylight hours between 7:00 a.m. and 7:00 p.m. on any weekday, and 8:00 a.m. and 5:00 p.m. on weekends and federal holidays.
64. **DISM Consistency:** The developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual from the County Department of Transportation, and pay all applicable fees prior to filing of the map.

65. Road Improvement Agreement & Security: The developer shall enter into a Road Improvement Agreement (RIA) with the Department of Transportation for all roadway, frontage, and intersection improvements. The developer shall complete the improvements to the satisfaction of DOT or provide security to guarantee performance of the RIA as set forth within the County of El Dorado Subdivision Division Ordinance, prior to filing of the map.
66. Subdivision Improvement Agreement & Security: The developer shall enter into a Subdivision Improvement Agreement (SIA) with the Department of Transportation for all onsite roadway, drainage infrastructure, grading, etc. The developer shall complete the improvements to the satisfaction of DOT or provide security to guarantee performance of the SIA as set forth within the County of El Dorado Subdivision Division Ordinance, prior to filing of the map.
67. Import/Export Grading Permit: Any import, or export to be deposited or borrowed within El Dorado County, shall require an additional grading permit for that offsite grading.
68. Grading Permit / Plan: The applicant shall submit a site improvement/grading plan prepared by a professional civil engineer to the DOT for review and approval. The plan shall be in conformance with the County of El Dorado "Design and Improvement Standards Manual", the "Grading, Erosion and Sediment Control Ordinance", the "Drainage Manual", the "Off-Street Parking and Loading Ordinance", and the State of California Handicapped Accessibility Standards. All applicable plan check and inspection fees shall be paid at the time of submittal of improvement plans. The improvements and grading shall be completed to the satisfaction of DOT or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the map.
69. Grading Plan Review: Grading and improvement plans shall be prepared and submitted to the El Dorado County Resource Conservation District (RCD) and the Department of Transportation. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the Department of Transportation shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. Grading plans shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance and El Dorado County Storm Water Management Plan. 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 drainages.
70. RCD Coordination: The timing of construction and method of revegetation shall be coordinated with the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the Department of Transportation. The Department of Transportation shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15.

71. At the time of the submittal of the grading or improvement plans, the applicant shall submit a soils and geologic hazards report (meeting the requirements for such reports provided in the El Dorado County Grading Ordinance) to, and receive approval from the El Dorado County Department of Transportation. Grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations and address, at a minimum, grading practices, compaction, slope stability of existing and proposed cuts and fills, erosion potential, ground water, pavement section based on TI and R values, and recommended design criteria for any retaining walls.
72. Drainage Study / SWMP Compliance: The applicant shall provide a drainage report at time of improvement plans or grading permit application, consistent with the Drainage Manual and the Storm Water Management Plan, which addresses storm water runoff increase, impacts to downstream facilities and properties, and identification of appropriate storm water quality management practices to the satisfaction of the Department of Transportation. The Drainage Study must demonstrate the subject property has adequate existing and proposed storm drainage facilities. At a minimum, the drainage study, plans, and calculations shall include the following:
- The site can be adequately drained;
  - The development of the site will not cause problems to nearby properties, particularly downstream sites;
  - The on-site drainage will be controlled in such a manner as to not increase the downstream peak flow more than the pre-development 10-year storm event or cause a hazard or public nuisance. Detention shall be required if said condition is not met or demonstrate that there are no downstream impacts.
  - The ultimate drainage outfall of the project.

Pursuant to Section 1.8.3 of the Drainage Manual, the report shall be prepared by a Civil Engineer who is registered in the State of California. A Scoping Meeting for the required drainage study between County staff and the engineer shall occur prior to the first submittal of improvement plans. The engineer shall bring a watershed map and any other existing drainage system information to the Scoping Meeting. The improvements shall be completed to the approval of the Department of Transportation, prior to the filing of the final map or the applicant shall obtain an approved improvement agreement with security.

73. Drainage (Cross-Lot): Cross lot drainage shall be avoided. When concentrated cross lot drainage does occur or when the natural sheet flow drainage is increased by the project, it shall be contained within dedicated drainage easements, and included in the County Service Area Zone of Benefit (ZOB), Home Owners Association, or other entity acceptable to the County. Any variations shall be approved by the County Engineer. This drainage shall be conveyed via closed conduit or v-ditch, to either a natural drainage course of adequate size or an appropriately sized storm drain system within the public roadway. The site plans shall show drainage easements for all on-site drainage facilities. Drainage easements shall be provided where deemed necessary prior to the filing of the final map.

74. Drainage Easements: Pursuant to Section 4.D of the DISM, the site plans shall show drainage easements for all on-site drainage courses and facilities and shall be included on all improvement plans and /or on the final map.
75. At the time that an application is submitted for improvement plans or a grading permit, and if the proposed project disturbs more than one acre of land area (43,560 square feet), the applicant shall file a "Notice of Intent" (NOI) to comply with the Statewide General NPDES Permit for storm water discharges associated with construction activity with the State Water Resources Control Board (SWRCB). This condition is mandated by the Federal Clean Water Act and the California Water Code. A filing form, a filing fee, a location map, and a Storm Water Pollution Prevention Plan (SWPPP) are required for this filing. A copy of the Application shall be submitted to the County, prior to building permit issuance, and by state law must be done prior to commencing construction.
76. Storm Water Drainage BMPs: Storm drainage from on-and off-site impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (e.g. sediment, oil/grease, etc.), as approved by DOT. This project is located within the area covered by El Dorado County's municipal storm water quality permit, pursuant to the National Pollutant Discharge Eliminated System (NPDES) Phase II program. Project related storm water discharges are subject to all applicable requirements of said permit. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) storm water runoff in accordance with "Attachment 4" of El Dorado County's NPDES Municipal Storm water Permit (State Water Resources Control Board NPDES General Permit No. CAS000004). With the Improvement Plans, the applicant shall verify that the proposed BMPs are appropriate to treat the pollutants of concern from this project. A maintenance entity of these facilities shall be provided by the project applicant. DOT shall review the document forming the entity to ensure the provisions are adequate prior to filing of the final map.
77. Off-site Improvements (Security): Prior to the filing of a final map, the applicant shall enter into an agreement pursuant to Government Code Section 66462.5 to complete the required offsite improvements, including the full costs of acquiring any real property interests necessary to complete the required improvements. In addition to the agreement, the applicant shall provide a cash deposit, letter of credit, or other acceptable surety in the amount sufficient to pay such costs, including legal costs, subject to the approval of County Counsel.
78. Off-site Improvements (Acquisition): As specified in the Conditions of Approval, the applicant is required to perform off-site improvements. If it is determined that the applicant does not have or cannot secure sufficient title or interest of such lands where said off-site improvements are required, the County may, at the applicant's expense and within 120 days of filing the Final Map, acquire by negotiation or commence proceedings to acquire an interest in the land which will permit the improvements to be made, including proceedings for immediate possession of the property. In such cases, prior to filing of any final map, the applicant shall submit the following to the Department of

Transportation Right of Way Unit, and enter into an agreement pursuant to Government Code Section 66462.5 and provide acceptable security to complete the offsite improvements, including costs of acquiring real property interest to complete the required improvements, construction surveying, construction management, and a 20% contingency:

- a. A legal description and plat, of the land necessary to be acquired to complete the offsite improvements, prepared by a civil engineer or land surveyor.
  - b. Approved improvement plans and specifications of the required off-site improvements, prepared by a civil engineer.
  - c. An appraisal prepared by a certified appraiser of the cost of land necessary to complete the off-site improvements. In addition to the agreement the applicant shall provide a cash deposit, letter of credit, or other acceptable surety in an amount sufficient to pay such costs including legal costs subject to the approval of County Counsel.
79. Electronic Documentation: Upon completion of the improvements required, and prior to acceptance of the improvements by the County, the developer will provide a CD to DOT with the drainage report, structural wall calculations, and geotechnical reports in PDF format and the record drawings in TIF format.
80. TIM Fees: The applicant shall pay the traffic impact mitigation fees in effect at the time a building permit is deemed complete.

**EL DORADO HILLS FIRE DEPARTMENT**

81. This development shall annex to the El Dorado Hills County Water District and pay all fees associated with that annexation. Conformance with this condition shall be verified prior to recordation of first residential final map.
82. All homes shall be fire sprinklered in accordance with NFPA 13D and Fire Department requirements.
83. The potable water system with the purpose of fire protection for this residential development shall provide a minimum fire flow of 1,000 gallons per minute with a minimum residual pressure of 20 psi for a two-hour duration. This requirement is based on a single family dwelling 6,200 square feet or less in size. All homes shall be fire sprinklered in accordance with NFPA 13D and Fire Department requirements. This fire flow rate shall be in excess of the maximum daily consumption rate for this development. A set of engineering calculations reflecting the fire flow capabilities of this system shall be supplied to the Fire Department for review and approval. Conformance with this condition shall be verified prior to recordation of the final map.

84. Mueller Dry Barrel fire hydrants shall be installed conforming to El Dorado Irrigation District specifications. The spacing between hydrants in this development shall not exceed 500 feet. The exact location of each hydrant shall be determined by the Fire Department. Hydrant locations shall be shown the Improvement Plan.
85. In order to enhance nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with a blue reflective marker as specified by the Fire Department and State Fire Safe Regulations. This condition shall be incorporated and verified as a note on the Improvement Plans.
86. In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to combustibles being brought onto the site as specified by the Fire Department, Standard B-003. This condition shall be incorporated as a note and verified prior to approval of Improvement Plan.
87. A Wildland Fire Safe Plan shall be prepared in accordance with the State Fire Safe Regulations. The plan shall include provisions for implementation and maintenance. A copy of the final Wildland Fire Safe Plan approved by the department shall be provided prior to recordation of the first residential final map.
88. This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway. This condition shall be incorporated as a note on the Improvement Plan and verified prior to approval of Improvement Plan.
89. Any gate shall meet the El Dorado Hills Fire Department Gate Standard B-002. Gate details shall be noted on the Improvement Plan.
90. There shall be no less than 4 access points for emergency equipment to make access on to the walking path surrounding the proposed subdivision. These access points are indicated on the tentative map as OSA. Gates or removable bollards shall be installed and locked with a low priority KNOX lock. The design and locations shall be approved by the El Dorado Hills Fire Department prior to installation. Access shall be wide enough for emergency equipment to access the trail (minimum of 12 feet). Access details shall be noted on the Improvement Plan.
91. ~~All parking restrictions as stated in the El Dorado Hills County Water District Ordinance 35 shall be in effect. On streets where parking is restricted, the roadway shall be signed or marked every 25 feet "no parking fire lane" this shall be white letters on a red background.~~
  - ~~A. For Street AA there shall be parking on one side of the street only.~~
  - ~~B. For Street BB there shall be parking on one side of the street only.~~
  - ~~C. For Street CC there shall be parking on one side of the street only.~~
  - ~~D. For Street DD there shall be no parking on either side of the street.~~
  - ~~E. For Street EE there shall be no parking on either side of the street.~~

~~F. For Street FF there shall be no parking on either side of the street.~~

~~G. For Street GG there shall be parking on one side of the street only.~~

~~H. For Street HH parking is allowed on either side of the street.~~

All parking restrictions as stated in the El Dorado Hills County Water District Ordinance 36 shall be in effect. On streets where parking is restricted, the roadway shall be signed or marked as described on the El Dorado Hills Fire Department No Parking Fire Lane Standard B-004 available at [www.edhfire.com](http://www.edhfire.com)

a. For Typical Section A-A, the parking restrictions are:

i. Parking allowed on the side of the street opposite the sidewalk only.

b. For Typical Section B-B, the parking restrictions are:

i. Parking on one side of the street only (no sidewalk on this street).

c. For Typical Section C-C, the parking restrictions are:

i. Parking on one side of the street only (no sidewalks on these streets).

d. For Typical Section D-D, Residential Collector Entry, the parking restrictions are:

i. No parking

e. For Typical Section G-G, the parking restrictions are:

i. Parking on one side of the street only (sidewalks on both sides, so pick a side to allow parking).

f. For Typical Section H-H, the parking restrictions are:

i. Parking allowed on both sides of the street.

g. For Typical Section I-I, the parking restrictions are:

i. Parking on one side of the street only (no sidewalks on these streets).

The above restrictions shall be shown as notes on the Improvement Plan.

92. A secondary means of egress shall be provided prior to any construction or the project can be phased. Dead end roads may not exceed 800' or 24 parcels; whichever comes first. ~~For purposes of this development, the following provisions shall apply to the phasing:~~

~~A. Phase 1 can be developed with the installation of Roadway A;~~

~~B. Phase 2 can be developed with the installation of Roadway B;~~

~~C. Any future phases of this development require the secondary access point from Investment Boulevard to be installed.~~

The above restrictions shall be shown as notes on the Improvement Plan.

93. Lots G and H shall be reserved for future potential residential access and circulation to future development to the southeast. A notice of restriction shall be recorded with the final map for the phase in which these lots are located providing constructive notice of this development limitation. The language of the restriction shall be prepared by the applicant and reviewed by Planning Services prior to recording of the notice. The restriction may be rescinded if, a feeter review of future development to the southeast, it is determined by the County and the El Dorado Hills Fire Department that one or both lots are not needed for circulation purposes.



94. Lots that back up to wildland open space shall be required to use non-combustible type fencing. This condition shall be incorporated as a note on the Improvement Plan and verified prior to approval of Improvement Plan.

**COUNTY SURVEYOR**

95. All survey monuments must be set prior to the representation of the final map to the Board of Supervisors for approval, or the developer shall a surety of work to be done by bond or cash deposit. Verification of set survey monuments, or amount of bond or deposit to coordinated with the County Surveyor's Office.
96. The roads serving the development shall be named by filing a completed Road Name Petition with the County Surveyor's Office prior to filing the Final Map.

**EL DORADO HILLS COMMUNITY SERVICES DISTRICT (EDH CSD)**

97. Prior to recordation of the first small-lot final map, a total of 10.1 acres of parkland shall be dedicated to the district via grant deed. The 3.3 acres of public park will be given 100% park credit and 50% credit will be given for the 6.6 acres of private park provided that the park site meets the CSD development standards. The remaining 3.5 acres of park shall be met either through payment of in-lieu fees or by applying credit towards the future Regional Park indicated in the CCSP and Unit 1 large lot map.  
An agreement between the applicant and CSD shall be executed describing the method in which the remaining parkland dedication requirements will be satisfied prior to filing of the first small-lot final map
98. Prior to recordation of first small-lot final map, the applicant shall coordinate with the CSD in forming a Landscape and Lighting District (LLAD), which shall function as the funding mechanism for the maintenance and operation of the 3.3 acre public park site. The formation costs shall be borne by the applicant.
99. Prior to recordation of first small-lot final map, the applicant shall coordinate with the CSD in forming a shell Landscape and Lighting District (LLAD). The shell LLAD shall function as a back-up funding mechanism to the Carson Creek Homeowner's Association for the maintenance and operation of landscaping, streetscape, lighting, fencing, trails, walkways, signage, soundwalls and other common or public areas. The formation costs shall be borne by the applicant.
100. The multi-purpose trails shall be maintained by the future Homeowners Association (HOA) or through the LLAD in coordination with CSD. Evidence of dedicated funding mechanism for trail maintenance is required prior to recordation of first small-lot final map. CSD shall review and approve trail layout and design.
101. The project shall grant an Irrevocable Offer of Dedication through the open space area for trails to the El Dorado Hills Community Services District upon recording of the final map.

**ADJOURNMENT**

Meeting adjourned at 12:12 p.m.

APPROVED BY THE COMMISSION

Authenticated and Certified:

Richard Stewart 8/13/15

Rich Stewart, Chair