

**COUNTY OF EL DORADO DEVELOPMENT SERVICES  
STAFF REPORT  
PLANNING COMMISSION**



**Agenda of:** July 9, 2015

**Staff:** Joe Prutch

**TENTATIVE MAP**

**FILE NUMBER:** TM14-1519/Carson Creek Unit 3

**APPLICANT:** Lennar Homes of California, LLC

**ENGINEER:** CTA Engineering & Surveying

**REQUEST:** The project consists of the following requests:

- 1) Tentative Subdivision Map 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) zoning;
- 2) Design Waivers of the following El Dorado County Design and Improvement Standard Manual (DISM) road standards:
  - 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  $< 150$  feet.
- 3) Design Waivers of the following Carson Creek Specific Plan development standards:
  - 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

**LOCATION:** South of Golden Foothills Parkway approximately 1,800 feet west of the intersection with Latrobe Road in the El Dorado Hills area, Supervisorial District 2 (Exhibit A).

**APN:** 117-570-04 (Exhibit B)

**ACREAGE:** 19.37 acres

**GENERAL PLAN:** Adopted Plan (AP)-Carson Creek Specific Plan (CCSP) Area (Exhibit C)

**ZONING:** Carson Creek Specific Plan (CCSP) Area (Exhibit D)

**ENVIRONMENTAL DOCUMENT:** Exempt pursuant to Section 15182 (Residential Projects Pursuant to a Specific Plan of the CEQA Guidelines). The project is a part of the Carson Creek Specific Plan for which an Environmental Impact Report (EIR) (SCH No. 94072021) was certified.

**RECOMMENDATION:** Staff recommends 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; and
  - 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  $<$ 150 feet.
- 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

## **EXECUTIVE SUMMARY**

Carson Creek Unit 3 Tentative Map (“Unit 3”) is a residential subdivision map in the Carson Creek Specific Plan Area (CCSP). The gated subdivision would have access off Golden Foothills Drive and future Carson Crossing Road (exit only). The subdivision would be served with public water and sewer provided by the El Dorado Irrigation District. Unit 3, which composes a total of 140 age-restricted residential lots, has been designed in accordance with the Carson Creek Specific Plan.

## **BACKGROUND**

**Carson Creek Specific Plan:** The Carson Creek Specific Plan (SP94-02) was approved on March 4, 1997 with a Development Agreement. The specific plan area is encompassed within 710 acres of land generally located west of the El Dorado Hills Business Park and south of White Rock Road. On September 27, 1999, the El Dorado County Board of Supervisors approved the amendments to the CCSP that includes a maximum 1,700 age-restricted residential units and a Development Agreement..

Phase I of the CCSP, which is designated as Euer Ranch, was approved simultaneously with the adoption of the CCSP/Settlement Agreement under the first tentative map application (TM96-1317). One of the provisions of the settlement agreement was to limit the total residential units within the Carson Creek Specific Plan from 2,434 units to 1,700 units. The total lot count within Euer Ranch, under a marketing name of Four Seasons, is 460 and has been built out.

Phase II of the CCSP encompasses the remaining undeveloped southern portion of the plan. Phase II, which is designated as Carson Creek, anticipates the balance of the uses contemplated in the CCSP that includes 1,240 residential units, Industrial, Research and Development, and Open Space. In February 2008, the El Dorado County Planning Commission approved the first unit (“Unit 1”) of the phase under tentative map application TM04-1391. The Unit 1 tentative map consists of 24 large lots for financing purposes and division of several of the large lots into 285 single-family residential age-restricted detached lots (Exhibit H). The Unit 2 tentative map consists of 634 residential lots and two large lots for 304 multi-family residential units (Exhibit I). The Unit 2 map also deleted the Sheriff’s Sub Station and Fire Station south of Golden Foothill Parkway from the CCSP. The two large lots are the site of the subject proposed tentative map. Since approval of Unit 2, the applicant has learned that the age-restricted buyer desires single family housing. Accordingly, the applicant is proposing single family housing with the proposed tentative map rather than multi-family housing.

Units 1 and 2 are approved for 919 residential lots for a total within the CCSP of 1,379 residential lots (460 + 919). Approval of this proposed subdivision would add 140 residential units for a total of 1,519 within the CCSP. The vacant lot on the southwest corner of Golden Foothill Parkway and Carson Crossing Drive is planned for 134 assisted living units with 149 beds. The Unit 1 subdivision improvements and the fitness center are currently under construction and the Unit 1 final maps are pending approval. Model homes and production homes are expected to start in fall 2015.

The project site is shown as Village 9 on the Land Use Map (Exhibit G) and was originally slated for 67 units on 16.6 acres in the land use calculation table. The CCSP states that although the land use table provides for a tabular summation of the acreage and unit count for each village, the actual density will be fixed at the tentative map stage. The Plan further allows for the flexibility to design the development of each village into a range of densities. Also, the entire CCSP is limited to 1,700 single

family units, and this increase in single family units from 67 to 140 in Village 9 is allowed because the total count has not and will not surpass the 1,700 limit.

## PROJECT DESCRIPTION

**1. Tentative Subdivision Map:** The Carson Creek Unit 3 subdivision would result in the creation of 140 age-restricted detached residential lots (Exhibit E). The entire subdivision would be designated Single Family High Density (SFHD) to accommodate small lot single family housing (Exhibit D1). This would be similar to the zoning established for Carson Creek Unit 1 to the west. The lots would conform to the development standards in the SFHD zone of the CCSP with some setback modification as discussed below. The lots vary in size (ranging in size from 3,250 to 9,438 square feet and averaging 4,100 square feet), configuration, and allocation corresponding to its setting within the subdivision. Lettered lots are assigned for the internal private road, landscape, drainage, and utility areas. Lot R contains the streets which include 40 foot or 24 foot right of ways. Lots A & B contain the landscape areas that also act as buffers between the homes and Carson Crossings Drive. Lot C contains a drainage area while Lot D is for utilities and pedestrian access.

Circulation: Primary access to Unit 3 subdivision would be from Golden Foothill Parkway with an exit only access to future Carson Crossing Drive. These access points consist of a main full gated entry and a secondary gated exit and emergency only access.

The internal roads, which are categorized as residential streets and courts, would be constructed to include 30 foot curb face to curb face streets with two-way 13 foot travel lanes with curb, gutter, and a four foot sidewalk on one side, and include 21 foot curb face to curb face courts with two-way 8.5 foot travel lanes with curb, gutter, and no sidewalks (see Table 1 Road Design Standards of Condition of Approval No.39). All homes would front to an interior residential street or court. The roads would be privately owned and maintained by the future homeowner's association of the subdivision. The proposed circulation has been designed in accordance with the provisions of the Settlement Agreement, subject to County construction standards and specific Design Waivers of road standards.

Six Design Waivers for road design standards are requested for this map. These waivers include construction of modified encroachments, reduced sidewalks widths, reduced residential street right-of-way widths, and an intersection off-set. The attached Findings provide support for these modifications in accordance with Chapter 120.12.030 of the El Dorado County Major Land Divisions Ordinance. Additional discussion is provided below.

Utilities: The project would receive public water, recycled water, and sewer service via connection to existing El Dorado Irrigation District (EID) infrastructure in the area. One 12 inch water line exists along Golden Foothill Parkway and when developed a second 12 inch water line will exist along Carson Crossing Drive. A new recycled water line will be constructed along the new Carson Crossing Drive

An 18 inch sanitary sewer line exists along Golden Foothill Parkway, which would provide sewer service to the subdivision. The use of lift stations would assist in the transmission of sewage up to Golden Foothill Parkway and then for treatment back to the plant. Final configuration and location of this infrastructure will be determined by EID during review of the Facility Plan Report prior to approval of an Improvement Plan for the project.

The subdivision has been designed with primary distribution of site drainage into Carson Creek. Based on the Preliminary Grading and Drainage Plan (Exhibit F), the project would incorporate underground drainage systems as a means of conveyance with private maintenance responsibility by the future homeowner's association for the subdivision. Drainage outfalls would be located just outside the property boundary on the west side of the subdivision at the ends of B, C, K, and L Streets, with one other outfall located between Lots 13 and 14. At the outfalls, runoff would drain through bio swales before reaching the creek. The length and volume of the five bio swales have been calculated in a storm water study for State Water Resource Control Board compliance. The project site will be graded to drain to the south and west towards the creek.

Subdivision Improvements: The development of the site consists of various improvements including mass pad grading to establish a residential pad on each lot, grading of roads to slope to the west and south, and trenches for various underground utilities, in accordance with the El Dorado County Design and Improvement Manual and Grading Ordinance. In order to achieve a balanced site, the anticipated improvements would require approximately 110,000 cubic yards of cut and 106,000 cubic yards of fill.

Prior to any construction activities, an approved Grading Permit and Improvement Plans would be required subject to review for conformance with applicable Carson Creek Specific Plan conditions of approval and mitigation measures, and other standards by the County and affected agencies.

**2. Design Waivers for Road Standards:** Six Design Waivers of the El Dorado County Design and Improvement Standard Manual (DISM) road standards are requested for this tentative map (Exhibit J). These waivers involve modification to a list of road standards including modified encroachments along Carson Crossing Drive and Golden Foothill Parkway without the 100 foot tapers, reduction of sidewalk widths and right-of-way widths, construction of local access stub streets, and construction of an off-set intersection. These modifications are subject to the required findings under Chapter 120.12.030 of the El Dorado County Major Land Divisions Ordinance. The submitted waivers and corresponding justification have been reviewed by the Transportation Division who concluded that the waivers can be supported subject to the Project Conditions of Approval and Findings.

**3. Design Waivers for Development Standards:** Chapter 4 of the CCSP allows for the deviation of development standards with approval of a design waiver. According to Chapter 120, County Major Land Divisions Ordinance, Section 120.080.020, the Planning Commission may grant a design waiver of any of the design or improvement requirements of Chapter 120 with respect to a particular subdivision at the time it approves the tentative map of the subdivision. Section 120.04.050 defines "Design" as "other specific requirements in the plan and configuration of the entire subdivision as may be necessary or convenient to insure conformity to or implementation of the general plan or any specific plan adopted pursuant to Article 9 of this Ordinance. These modifications are subject to the required findings under Chapter 120.12.030 of the El Dorado County Major Land Divisions Ordinance. The submitted waivers and corresponding justification have been reviewed by the Planning Services Division who concluded that the waivers can be supported subject to the Project Conditions of Approval and Findings. The attached Findings provide support for these modifications.

The applicant requests reduced setbacks for side and rear yards and building to building setbacks. The table below shows the existing setbacks per the Single Family High Density (SFHD) zoning designation of the CCSP and the proposed setbacks requested by the applicant (requested changes are

highlighted). As proposed, the typical rear yard setbacks would be ten feet, however, there may be instances of a lesser setback on irregular shaped lots. The three foot side yard setback would include a benefit easement on one side yard to provide that three foot space to be available for use by an adjacent property, essentially giving a home owner one, shared six foot wide side yard to use. This would be accomplished through the homeowner’s association. The proposed homes are smaller than the typical Carson Creek homes because they are designed for the age-restricted buyer who is typically older and single and not wanting a larger back yard. The proposed homes will range in size from 1,200 to 1,500 square feet, whereas as a typical home in CCSP ranges from 1,800 to 3,000 square feet.

**SFHD Development Standards and Proposed Standards**

<b>Development Standards</b>	<b>Single-Family High Density Residential (SFHD)</b>	<b>Proposed Standards Requested by Applicant</b>
Minimum Lot Size	3,000 square feet	3,000 square feet
Minimum Lot Frontage	30 feet interior lots 45 feet corner lots	30 feet interior lots 45 feet corner lots
Minimum Front Yard Setback	4 feet	12.5 feet
Minimum Side Yard Setback	5 feet; 10 feet street side	3 feet; 6 feet street side
Minimum Setbacks: Building to Building	Side to side 10 feet; Side to rear 20 feet; Rear to rear 30 feet	Side to side 6 feet; Side to rear 10 feet; Rear to rear 10 feet
Maximum Lot Coverage	60% single story; 50% 2-story	60% single story; 50% 2-story
Maximum Height	30 feet or 2-story	30 feet or 2-story
Parking	Two off-street (covered); Two off-street uncovered	Two off-street (covered); Two off-street uncovered
Design Review Required	Yes	Yes

**STAFF ANALYSIS OF PROJECT ISSUES**

The following is a summary of the relevant project issues.

**Internal Road Circulation:** The internal circulation of the subdivision has been designed in accordance with standards of the CCSP (Exhibit G and Condition of Approval No. 39). The road design conforms to the CCSP Circulation objectives of providing narrower road pavement to convey “rural feel” and sidewalks for connectivity within and outside of the subdivision. Typically, internal residential collector roads are designed with wider road sections lined with open drainage swale, curb and gutter, and six foot wide sidewalks on both sides of the street. The residential streets are designed with a narrower right-of-way of 40 feet and road pavement width of 26 feet and include rolled curb and gutter with four foot wide sidewalk on one side of the streets. The residential courts are designed with even narrower right-of-way of 24 feet and road pavement widths of 17 feet with standard curb and gutter and no sidewalks.

Staff has reviewed the proposed specific plan modifications involving the construction of a four foot sidewalk along one side of the streets and removal of sidewalks in the residential courts. In spite of these changes, the subdivision would still retain sufficient and safe pedestrian circulation and achieve consistency with the CCSP objectives. Therefore, staff supports these minor modifications.

Although there are two points of ingress/egress, there is a need for an Emergency Vehicle Access (EVA) at the south side of the subdivision to provide emergency access from L Street to Carson Crossing Drive. The Fire District included condition 72 requiring this EVA. It is likely the applicant will make use of Lot D to provide this EVA as Lot D is proposed for utilities and pedestrian access and could easily accommodate a paved EVA with gate or bollards.

**Carson Creek Trip Generation Comparison:** A Carson Creek Traffic Impact Study was completed by AECOM in 2010 for both Carson Creek Units 2 and 3. This 2010 study documented Unit 2 with 136 attached and 488 detached senior housing units and Unit 3 with 304 attached senior housing units. A revision to the study occurred in 2012 that changed the Unit 2 description to 634 detached senior housing units. A 2015 Technical Memorandum (Exhibit G) by AECOM, dated February 20, 2015, reviews traffic impacts related to revising the Unit 3 304 attached senior housing units to 140 detached senior housing units.

From this 2015 study, AECOM concluded that Units 2 and 3 are projected to generate 459 fewer net daily external vehicle trips compared to the 2012 study, but is projected to generate six more weekday AM peak hour trips and four more weekday PM peak hour trips. This small increase is less than the trip counts from the 2010 study which calculated 17 AM and 19 PM peak hour trips. This nominal increase in peak hour trips is not expected to result in substantial changes to the intersection Level of Service (LOS) and roadway segment LOS as documented in the 2012 study. Therefore, the minimal increase in peak hour trips is not expected to degrade LOS at nearby intersections or on adjacent roadway segments or result in new impacts under the analysis scenarios previously considered in both the 2010 and 2012 Studies.

**Noise Impacts:** Potential noise effects, such as traffic noise, stationary noise, and railroad operation noise, within the specific plan were analyzed in the CCSP EIR. Specific mitigation measures including Mitigation Measure 4.7.2 (Traffic Noise Source), Mitigation Measure 4.7.3 (Railroad Noise Sources), and Mitigation Measure 4.7.4 (Stationary Noise Sources) were identified to mitigate potential noise effects.

In implementing the mitigation measures, an Environmental Noise Assessment for Carson Creek Unit 2 was prepared by Bollard Acoustical Consultants on January 21, 2009 (Exhibit L). The assessment analyzed all of Unit 2, which is directly south and across Carson Crossing Road, and included mitigation for Lots M and N, which is now Carson Creek Unit 3. The assessment analyzed the potential noise sources that could affect the project and, as needed, recommended standards to minimize the effect. The following summarizes the analysis of the noise impacts as they pertain to Carson Creek Unit 3.

**Traffic Noise Impacts:** The primary source of traffic related noise would be associated with the traffic along Carson Crossing Drive. Future traffic noise levels in the backyards of the lots closest to Carson Crossing Drive are predicted to be approximately between 65 and 70 dB  $L_{dn}$ , which would require noise mitigation measures in order to ensure compliance with the County's exterior noise standard of

60 dB L<sub>dn</sub>. The noise assessment recommends the construction of an eight foot tall sound wall along the property line adjacent to Carson Crossing Road in order to mitigate backyard noise to meet the County standard. If any 2-story residential units are built, the assessment recommends applying standard residential construction (wood siding, door weather-stripping, exterior wall insulation, composition plywood roof) and windows with a minimum rating STC-30. The applicant has indicated that all homes will be one-story.

Railroad Noise Source: An existing Southern Pacific railroad track runs to the south and east of the project site. No regular rail service occurs on these tracks; however, it is operated by the Folsom Excursion for scheduled excursion events. Due to the relatively brief period of time required for the passage of the excursion trains, and intermittent usage of warning horns near grade crossings, the percentage of the weekend day during which the train noise generation would occur in a particular area would be small. Furthermore, because the project site is located over ½ mile from the railroad tracks, no exceedance of the County's noise standards are anticipated, and no additional noise mitigation measures would be required for this project.

Stationary Noise Sources: The noise assessment analyzed potential noise impacts from the neighboring uses to the east within in the El Dorado Hills Business Park. The uses in these properties are subject to performance standards (e.g. noise, aesthetic) controlled and regulated by the Research and Development zoning district. In general, the analysis identified potential effects related to the machinery operations (e.g. loading, forklift) within the rear yards of these businesses. In addition to the setback from right-of-way of the project streets that border these businesses and intermittent occurrences of these uses, the noise assessment concludes that the noise effects are insignificant and therefore, no additional measures would be required.

Storm Water Quality: The project qualifies as a "Regulated Project" as defined by Section E.12.c of the State of California Water Resources Control Board Order No. 2013-0001 DWQ, effective July 1, 2013. As such, the project was required to incorporate Source Control Measures, Low Impact Development Design Standards, and Hydromodification Management into the project as well as Site Design Measures. A State Water Resource Control Board Compliance report (Exhibit M) for this project was submitted by a licensed engineer and reviewed and approved by the Transportation Division as complying with the above measures.

## **ENVIRONMENTAL REVIEW**

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:
  - a. One or more significant effects not discussed in the previous EIR;
  - b. Significant effects previously examined that are substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. 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.

All newly proposed development applications shall be analyzed against the applicable policies and assumptions of the General Plan. Environmental impacts from the CCSP EIR and applicable requirements and improvements have been adopted by the current General Plan. Specific requirements to Carson Creek Unit 3 necessary to mitigate the impacts have been applied to the project as Conditions of Approval.

A \$50.00 processing fee is required by the County Recorder to file the Notice of Exemption (NOE) for the exemption determination made for this project by the County. This filing establishes the 35-day statute of limitation for which the County's determination can be challenged.

### **SUMMARY RECOMMENDATION**

The Carson Creek Unit 3 Tentative Map has been designed in accordance with the Carson Creek Specific Plan. The subdivision would be served by the amenities anticipated in the CCSP, including sidewalks for connectivity, pedestrian trails, and other recreational facilities that would serve its future residents. The subdivision, which has been integrated with the existing Euer Ranch/Four Season development and approved Units 1 and 2 subdivisions, would provide additional age-restricted housing opportunities in the El Dorado Hills area.

Conditions of approval and mitigation measures from the Carson Creek Specific Plan are included in the conditions of approval below. Some of these conditions or mitigation measures are proposed for deletion because they are either not applicable to this project or have already been completed. Conditions 13 and 14 include additional noise mitigation measures specific to this project.

With its consistency with the CCSP, the Unit 3 Tentative Map is also consistent with applicable policies and goals of the General Plan, subject to the Findings. Specifically, the tentative map meets the policies of the General Plan including open space preservation, protection of wetlands, and providing variety of types of housing opportunities.

## SUPPORT INFORMATION

### Conditions of Approval Findings

Exhibit A .....	Location Map
Exhibit B .....	Assessor's Parcel Map
Exhibit C .....	General Plan Land Use Map
Exhibit D .....	Zoning Map
Exhibit D1 .....	Proposed Zoning Map
Exhibit E.....	Proposed Tentative Map
Exhibit F.....	Preliminary Grading & Drainage Plan
Exhibit G .....	CCSP Land Use Plan
Exhibit H .....	Carson Creek Unit 1 Tentative Map; November, 2007
Exhibit I.....	Carson Creek Unit 2 Tentative Map; October, 2012
Exhibit J.....	Design Waiver Road Standards Request
Exhibit K .....	AECOM Technical Memorandum; February 20, 2015
Exhibit L.....	Environmental Noise Assessment; January 21, 2009
Exhibit M.....	State Water Resource Control Board Compliance