

## **Findings**

### **1.0 CEQA FINDINGS**

- 1.1 The Carson Creek R&D Project Tentative Parcel Map has been found to be Statutorily Exempt pursuant to Section 15183 of the California Environmental Quality Act (CEQA) Guidelines which mandates projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

### **2.0 GENERAL PLAN FINDINGS**

#### **2.1 The project is consistent with General Plan Policy 2.2.1.2.**

General Plan Policy 2.2.1.2 identifies that the purpose of the Research & Development (R&D) land use designation is to provide areas for the location of high technology, nonpolluting manufacturing plants, research and development facilities, corporate/industrial offices, and support service facilities in a rural or campus-like setting which ensures a high quality, aesthetic environment. Lands designated as R&D can be located in Community Regions and in Rural Centers.

Rationale: The proposed Tentative Parcel Map is consistent with this policy as the parcels are currently zoned R&D with no proposed zone changes.

#### **2.2 The project is consistent with General Plan Policy 2.2.5.2.**

This policy requires that all applications for discretionary projects or permits shall be reviewed to determine consistency with the policies of the General Plan.

Rationale: Staff has prepared this section on General Plan findings to document the project's consistency with the policies of the General Plan.

#### **2.3 The project is consistent with General Plan Policy 2.2.5.21.**

General Plan Policy 2.2.5.21 requires that development projects be located and designed in a manner that avoids incompatibility with adjoining land uses.

Rationale: The project site is undeveloped. The adjoining properties to the north, west, and south are similarly zoned and designated as R&D. On the east, the site borders Latrobe Road which is adjacent to residential uses. Therefore, the project has been located and designed to be compatible with adjoining land uses.

**2.4 The project is consistent with General Plan Policy 5.1.2.1**

General Plan Policy 5.1.2.1 requires a determination of the adequacy of the public services and utilities to be impacted by that development.

Rationale: The project proposes to connect into El Dorado Irrigation District (EID) water and sewer services. A Facilities Improvement Letter (FIL) dated February 13, 2023 identifies there is adequate capacity for water and sewage service for the project.

**2.5 The project is consistent with General Plan Policy 5.2.1.2.**

General Plan Policy 5.2.1.2 requires that adequate quantity and quality of water for all uses, including fire protection, be provided with proposed development.

Rationale: The project was reviewed by the California Department of Forestry and Fire Protection (CAL FIRE) and the EID for adequate public services capacity. The site will need installation into existing EID facilities. The project, as conditioned, is consistent with this policy.

**2.6 The project is consistent with General Plan Policy 5.7.1.1.**

General Plan Policy 5.7.1.1 requires the applicant to demonstrate that adequate emergency water supply, storage, conveyance facilities, and access for fire protection would be provided concurrent with development.

Rationale: The El Dorado Hills Fire Department currently provides fire protection service to the project site. The El Dorado Hills Fire Department has imposed Conditions of Approval to ensure adequate water supply, storage, conveyance, and site access for fire protection remains adequate for the newly created parcels.

**2.7 The project is consistent with General Plan Policy 6.2.3.2.**

Policy 6.2.3.2 requires the applicant demonstrate that adequate access exists, or can be provided to ensure that emergency vehicles can access the site and private vehicles can evacuate the area.

Rationale: Both El Dorado Hills Fire Department and CAL FIRE reviewed the application materials and have conditioned the Tentative Parcel Map for adequate access for emergencies. The project is in compliance with this policy.

**2.8 General Plan Policy TC-Xa does not apply to the project.**

1. Traffic from residential development projects of five (5) or more units or parcels of land shall not result in, or worsen, Level of Service (LOS) F (gridlock, stop-and-go) traffic congestions during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the County.

Rationale: The project will not create residential units; therefore, this policy does not apply.

2. The County shall not add any additional segments of U.S. Highway 50, or any other highways and roads, to the County's list of roads from the original Table TC-2 of the 2004 General Plan that are allowed to operate at LOS F without first getting the voter's approval.

Rationale: This is not applicable as the project is not requesting any modifications to Table TC-2.

3. Intentionally blank as noted in the General Plan.

4. Intentionally blank as noted in the General Plan.

5. The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.

Rationale: This is not applicable as the project is not requesting the County create an Infrastructure Financing District.

6. Intentionally blank as noted in the General Plan.

7. Before giving approval of any kind to a residential development project of five (5) or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project in order to protect the public's health and safety as provided by State law to assure that safe and adequate roads and highways are in place as such development occurs.

Rationale: This project will not result in five (5) or more units or parcels of land for residential development.

## 2.9 **General Plan Policy TC-Xb does not apply to the project.**

Policy TC-Xb ensures that potential development in the County does not exceed available roadway capacity.

Rationale: This policy is not applicable as this policy refers to the County preparing a Capital Improvement Program (CIP), preparing a Traffic Impact Fee (TIF) Program, and monitoring traffic volumes.

**2.10 General Plan Policy TC-Xc does not apply to the project.**

Policy TC-Xc directs that developer paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development.

Rationale: This policy is not applicable as this policy directs how the County will pay for building the necessary road capacity.

**2.11 The project is consistent with General Plan Policy TC-Xd.**

LOS for County-maintained roads and State highways within the unincorporated areas of the County shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table. LOS will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual.

Analysis periods shall be based on the professional judgement of the County Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes.

Rationale: This project is located within the El Dorado Hills Community Region and would not result in LOS worse than LOS E as described in General Plan Policy TC-Xd above.

**2.12 The project is consistent with General Plan Policy TC-Xe.**

For the purposes of this Transportation and Circulation Element, “worsen” is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

- A. A two-percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily; or
- B. The addition of 100 or more daily trips; or
- C. The addition of ten or more trips during the a.m. peak hour or the p.m. peak hour.

Rationale: This project is not anticipated to generate more than ten (10) trips in the peak hour, or more than 100 daily trips. The thresholds in criteria A, B, or C of this policy are not met. A traffic operations study was prepared by Fehr & Peers to verify that the proposed traffic signal at the future intersection

of Carson Crossing Drive and Latrobe Road would not negatively impact the flow of traffic along the Latrobe Road corridor.

**2.13 The project is consistent with General Plan Policy TC-Xf.**

At the time of approval of a Tentative Parcel Map for a single family residential subdivision of five (5) or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain LOS standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at ten-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County's ten-year CIP.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain LOS standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

Rationale: The project will not create five (5) or more residential units and will not result in LOS worse than LOS E as described in TC-Xd.

**2.14 The project is consistent with General Plan Policy TC-Xg.**

Each development project shall dedicate right-of-way, design and construct or fund any improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. This policy shall remain in effect indefinitely unless amended by voters.

Rationale: The project applicant has provided a traffic operations analysis. County Department of Transportation has provided Conditions of Approval for on-site and off-site improvements.

**2.15 The project is consistent with General Plan Policy TC-Xh.**

All subdivisions shall be conditioned to pay the TIF in effect at the time a building permit is issued for any parcel created by the subdivision.

Rationale: Future development at the new proposed parcels will be required to pay TIF when a building permit is issued.

**2.16 General Plan Policy TC-Xi does not apply to the project.**

General Plan TC-Xi directs the County to coordinate and work with other agencies to plan for the widening of U.S. Highway 50.

Rationale: This policy is not applicable to the project, since the project does not entail the widening of U.S. Highway 50.

**2.17 The Project is consistent with General Plan Policy 7.5.1.3.**

Policy 7.5.1.3 Cultural Resource Studies (historic, prehistoric, and paleontological resource) shall be conducted prior to approval of discretionary projects. Studies may include, but are not limited to, record searches through the North Central Information Center at California State University, Sacramento, the Museum of Paleontology, University of California Berkeley, field surveys, subsurface testing, and/or salvage excavations. The avoidance and protection of sites shall be encouraged.

Rationale: The Cultural Resource Studies supplied as a part of this application have been analyzed and their recommendations incorporated into previous projects that have occurred.

**3.0 ZONING FINDINGS**

**3.1 The project is consistent with Section 130.23.030.**

Section 130.23.030 (Industrial/R&D Zone Development Standards) prescribes site-specific development standards for new lots, and allowed uses and associated structures within the R&D zone district.

Rationale: The proposed parcels meet the required minimum lot size, lot width, and development standards as required in Section 130.23.030.

**4.0 PARCEL MAP FINDINGS**

**4.1 The proposed Tentative Parcel Map, including design and improvements, is consistent with the General Plan.**

Rationale: This Tentative Parcel Map would create 16 new parcels from four (4) existing parcels. The project parcels are in the El Dorado Hills Community Region and the parcels' General Plan Land Use Designation is R&D. The proposed Tentative Parcel Map has been found to be consistent with all applicable General Plan policies as set forth in the Findings above.

**4.2 The proposed Tentative Parcel Map conforms to the applicable standards and requirements of the County zoning regulations and Minor Land Division Ordinance.**

Rationale: The proposed parcels have been analyzed and conditioned in accordance with the Research and Development R&D zone and will comply with all applicable development standards for new lots in that zone. As proposed and conditioned, the Tentative Parcel Map conforms to the Minor Land Division Ordinance.

**4.3 The site is physically suitable for the proposed type and density of development.**

Rationale: Development is not proposed concurrent with this Tentative Parcel Map request. The proposed parcels meet the required minimum lot size, lot width, and standards of the R&D zone district. The site is relatively flat with sufficient buildable areas within each new parcel, sufficient for uses allowed within the R&D zone.

**4.4 The proposed subdivision is not likely to cause substantial environmental damage.**

Rationale: The project has been found Statutorily Exempt pursuant to Section 15183 (Projects Consistent With A Community Plan or Zoning) of the CEQA Guidelines, which mandates projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. No project-specific significant environmental effects were discovered or anticipated with review of the proposed Tentative Parcel Map.

**Conditions of Approval**

1. This Tentative Parcel Map is based upon and limited to compliance with the project description, Conditions of Approval set forth below, and the hearing exhibits marked:

Exhibit D.....Tentative Parcel Map

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 would constitute a violation of permit approval.

The project description is as follows:

This proposed Tentative Parcel Map would create 16 parcels (ranging between one [1] acre and 9.5 acres in size) from the existing four (4) parcels (Exhibit D).

The development, use, and maintenance of the property, the size, shape 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.

**Planning Division**

2. **Encroachments and Access Easements:** Provide documentation that all parcels are accessible and have the appropriate street frontage.
3. **Permit Time Limits:** This Tentative Parcel Map shall expire 36 months from the date of approval unless a timely extension has been filed consistent with Section 120.74.020 (Expiration Period of Approved or Conditionally Approved Maps) of the Subdivision Ordinance.
4. **Notice of Exemption (NOE) Recording Fee:** The applicant shall submit to the Planning Division a \$50.00 recording fee for the County Recorder to file the Notice of Exemption. Checks shall be payable to El Dorado County. No permits shall be issued or Parcel Map filed until said fees are paid.



5. **Archeological Resources:** 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 (2) working days from the time the person responsible for the excavation, or in 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, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendant of the deceased Native American.

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.

6. **Indemnity:** 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 landowner 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 Tentative Parcel Map.

The County shall notify the applicant of any claim, action, or proceeding, and the County shall cooperate fully in the defense.

7. **Water Meters:** A Parcel Map shall not be filed until an El Dorado Irrigation District (EID) Water Meter Award Letter has been issued for all of the lots included in the filed Parcel Map, and a copy filed with Planning Division.

**Buckeye Union School District**

8. The developer shall fully mitigate the impact created by new developments within a school district's boundaries on the school facilities.
9. The developer shall fully mitigate the impact created by new developments within a school district's boundaries on the School District transportation department.

**California Department of Forestry and Fire Protection (CAL FIRE)**

10. **Emergency Access and Egress:** Roads and driveways, whether public or private, unless exempted under 14 California Code of Regulations (CCR) § 1270.02(d), shall provide for safe access for emergency wildfire equipment and civilian evacuation concurrently, and shall provide unobstructed traffic circulation during a wildfire emergency consistent with 14 CCR §§ 1273.00 through 1273.09.
11. **Width:** All roads shall be constructed to provide a minimum of two (2) 10-foot traffic lanes, not including shoulder and striping. These traffic lanes shall provide for two-way traffic flow to support emergency vehicle and civilian egress, unless other standards are provided in this article or additional requirements are mandated by local jurisdictions or local subdivision requirements.
12. **Roadway Surface:** Roadways shall be designed and maintained to support the imposed load of fire apparatus weighing at least 75,000 pounds and provide an aggregate base. Project proponent shall provide engineering specifications to support design, if requested by the local authority having jurisdiction.
13. **Radius:** No road or road structure shall have a horizontal inside radius of curvature of less than 50 feet. An additional surface width of four (4) feet shall be added to curves of 50 to 100 feet radius; two (2) feet to those from 100 to 200 feet.
14. The length of vertical curves in roadways, exclusive of gutters, ditches, and drainage structures designed to hold or divert water, shall be not less than 100 feet.
15. **Turnarounds:** Turnarounds are required on driveways and dead-end roads. The minimum turning radius for a turnaround shall be 40 feet, not including parking. If a hammerhead/T is used instead, the top of the "T" shall be a minimum of 60 feet in length. Driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a turnout near the midpoint of the driveway. Where the driveway exceeds 800 feet, turnouts shall be provided no more than 400 feet apart. A turnaround shall be provided on driveways over 300 feet in length and shall be within 50 feet of the building. Each dead-end road shall have a turnaround constructed at its terminus. Where parcels are zoned five (5) acres or larger, turnarounds shall be provided at a maximum of 1,320-foot intervals.

16. **Dead-end Roads:** The maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed the following cumulative lengths, regardless of the number of parcels served: parcels zoned for less than 1 acre - 800 feet; parcels zoned for 1 acre to 4.99 acres - 1,320 feet; parcels zoned for 5 acres to 19.99 acres - 2,640 feet; parcels zoned for 20 acres or larger - 5,280 feet. All lengths shall be measured from the edge of the road surface at the intersection that begins the road to the end of the road surface at its farthest point. Where a dead-end road crosses areas of differing zoned parcel sizes requiring different length limits, the shortest allowable length shall apply.
17. **Addresses for Buildings:** All buildings shall be issued an address by the local jurisdiction which conforms to that jurisdiction's overall address system. Utility and miscellaneous Group U buildings are not required to have a separate address; however, each residential unit within a building shall be separately identified. (The size of letters, numbers, and symbols for addresses shall conform to the standards in the California Fire Code (CFC), CCR title 24, part 9. Addresses for residential buildings shall be reflectorized.
18. **Address Installation, Location, and Visibility:** All buildings shall have a permanently posted address which shall be plainly legible and visible from the road fronting the property. Where access is by means of a private road and the address identification cannot be viewed from the public way, an unobstructed sign or other means shall be used so that the address is visible from the public way. Address signs along one-way roads shall be visible from both directions. Where multiple addresses are required at a single driveway, they shall be mounted on a single sign or post. In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter.
19. **Emergency Water:** Emergency water for wildfire protection shall be available, accessible, and maintained in quantities and locations specified in the statute and these regulations in order to attack a wildfire or defend property from a wildfire.

#### **County Department of Transportation (DOT)**

20. **On-Site Road Improvements:** Construct the on-site access roadway consistent with the County Standard Plan 101A. A Maintenance Entity (or other funding mechanism approved by County) shall be formed for the purposes of maintaining the road and drainage facilities.
21. **Offer of Dedication:** Irrevocably offer to dedicate road and public utility easements for the Carson Crossing Drive extension between Golden Foothill Parkway and Latrobe Road with the Final Map. Also offer any appurtenant slope, drainage, pedestrian, public utility, or other public service easements as determined necessary by the County. The offer(s) will be accepted by the County.
22. **Encroachment Permit(s):** Obtain an encroachment permit from DOT and improve the roadway encroachment from the project Driveway / Access Road onto Latrobe Road and Golden Foothill Parkway to the satisfaction of DOT.

23. Signalized Intersection: The applicant shall construct the intersection improvements and signalize the Latrobe Road/Carson Crossing Drive intersection.
24. Off-Site Improvements – Collectors and Major Transportation Facilities:
- A. The project is responsible for Design, Plans, Specifications and Estimates (PS&E), California Environmental Quality Act (CEQA), utility relocation, right of way acquisition, and construction of improvements to the intersection of Carson Crossing Drive/Latrobe Road. The traffic signal shall be designed and constructed concurrent with the Carson Crossing Drive extension and be operational prior to the opening of the roadway.
- i. Timing of Improvements
- a. The extension of Carson Crossing Drive and the new traffic signal at the future intersection of Carson Crossing Drive and Latrobe Road shall be constructed and operational prior to the issuance of the first Certificate of Occupancy for any permit issued under this approved Tentative Parcel Map.
25. Off-Site Improvements (Acquisition): As specified elsewhere in these Conditions of Approval, the project may be required to perform off-site improvements. If the developer does not secure, or cannot secure, sufficient title or interest for lands where said off-site improvements are required, and prior to filing of any Final or Parcel Map, enter into an agreement with the County pursuant to Government Code Section 66462.5. The agreement will allow the County to acquire the title or interests necessary to complete the required off-site improvements. The Form and Terms and Conditions of the agreement are subject to review and approval by County Counsel.

The agreement requires the Developer: Pay all costs incurred by County associated with the acquisition of the title or interest; provide a cash deposit, letter of credit, or other securities acceptable to the County in an amount sufficient to pay such costs, including legal costs; if the costs of construction of the off-site improvements are not already contained in a Subdivision Improvement Agreement or Road Improvement Agreement, provide securities sufficient to complete the required improvements, including but not limited to, direct construction costs, construction management and surveying costs, inspection costs incurred by County, and a 20 percent contingency; provide a legal description and exhibit map for each title or interest necessary, prepared by a licensed Civil Engineer or Land Surveyor; provide an appraisal for each title or interest to be acquired, prepared by a certified appraiser; and approved improvement plans, specifications and contract documents of the off-site improvements, prepared by a Civil Engineer.

26. Proof of Off-Site Road Entitlements: Demonstrate to the County that this project has entitlements for use of the off-site roads and public utility easements for access to the project.

27. Maintenance Entity: Prior to filing a Final Map, form an entity, or join an existing entity, for the maintenance of roads and drainage facilities. When joining an existing entity, amend and modify (as necessary) the existing entity to equitably incorporate maintenance of the Project improvements.
28. Consistency with County Codes and Standards: 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 DOT and pay all applicable fees prior to filing of the Final Map.  
  
Ensure the project improvement plans and grading plans conform to the County Grading, Erosion and Sediment Control Ordinance, Grading Design Manual, the Drainage Manual, Storm Water Ordinance (Ord. No. 5022), 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).
29. Stormwater Management: Comply with the West Slope Development and Redevelopment Standards and Post Construction Storm Water Plan.
30. Water Quality Stamp: Include a storm water quality message stamped into the concrete on new or reconstructed drainage inlets, conforming to the Storm Water Quality Design Manual for the Sacramento and South Placer Regions, Chapter 4, Fact Sheet SD-1. Obtain approval of proposed message from County Engineer prior to construction.
31. Regulatory Permits and Documents: Incorporate all regulatory permits and agreements between the project and any State or Federal Agency into the Project Grading and Improvement Plans prior to the start of construction of improvements. Grading or Improvement plans for any phase may be approved prior to obtaining regulatory permits or agreements for that phase, but grading/construction of improvements may not proceed until the appropriate permits or agreements are obtained and the grading/improvement plans reflect any necessary changes or modifications to reflect such permits or agreements.
32. Project conditions of approval shall be incorporated into the Project Improvement plans when submitted for review.

### **County Surveyor**

33. Upon project approval from the Planning Department, A Parcel Map Package will need to be submitted with the County Surveyor's Office.
34. All survey monuments must be set prior to the filing the Parcel Map or the developer shall have surety of work to be done by bond or cash deposit. Verification of set survey monuments and the amount of the bond or deposit to be coordinated with the County Surveyors Office prior to the filing of the Parcel Map.

35. The roads serving the development shall be named by filing a completed Road Name Petition, with the County Surveyor's Office. Proof of any signage required by the Surveyor's Office must be provided prior to filing the Parcel Map.
36. Situs addressing for the project shall be coordinated with the County Surveyor's Office prior to filing the Parcel Map.
37. Situs addressing for the project the County Surveyor's Office prior to filing the Parcel Map.
38. Prior to filing the Parcel Map, a letter will be required from all agencies that have placed conditions on the map. The letter will state that "all conditions placed on P22-0009 by (that agency) have been satisfied." The letter is to be sent to the County Surveyor and copied to the Consultant and the Applicant.
39. All boundary monuments that may be disturbed or destroyed during project construction shall be identified and referenced and/or reset by a Professional Land Surveyor or Qualified Engineer as defined by Section 8771 of the California Business and Professions Code (Land Surveyors Act).

#### **County Stormwater**

40. The County is subject to the State of California's Phase II MS4 Permit and thus the County's post construction water quality requirements follow those outlined in that Permit in Section E.12. Projects typically qualify as "Small" or "Regulated/Hydromodification" projects under the MS4 Permit / West Slope Development and Redevelopment Standards and Post Construction Stormwater Plan Requirements if improvements (i.e., parking lots, rooftops, driveways, etc.) create or replace 2,500 sf or more of impervious surface (including offsite improvements). Qualifying projects are required to provide treatment of stormwater prior to the water leaving the site or entering a waterbody. Additional County Stormwater Management Plan (SWMP) also apply (refer to Section 4.5, lines 227 - 263).
41. An Erosion and Sediment Control Plan will need to be included in the plan submittal. Since the project will disturb over one acre of land, the Legally Responsible Person (LRP) is required to obtain Construction General Permit (CGP) coverage through the State Water Resources Control Board (SWRCB). The CGP requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).
42. Additionally, if manufacturing or other applicable industrial activities will occur onsite, permit coverage under the State Water Resources Control Board's Industrial General Permit (IGP) may be required.

#### **El Dorado Hills Fire Department (EDHFD) GENERAL CONDITIONS OF APPROVAL SPECIFIC TO THIS PROJECT:**

43. **Structural Fire Protection and Suppression Services:** Consistent with CCR Title 14 §1266.01, structural fire protection and suppression services will be available for this project by the EDHFD. The project is located within the service boundaries of EDHFD. The nearest staffed fire station to the project location is EDHFD Station No. 87 located at 4680 Golden Foothill Parkway, El Dorado Hills, CA 95762 in El Dorado Hills. The average response time to the project site from this fire station is approximately 8 minutes or less to 80% of the population in the area.
44. **Natural Hazard Disclosure:** The project is located in a **Moderate** Fire Hazard Severity Zone within a CAL FIRE Responsibility Area (SRA). The applicant shall provide a Wildfire Hazard Real Estate Disclosure to all future property owners regarding this risk.
45. **Limits to Development:** The project is **NOT** currently identified in an area of high or very-high wildland fire hazard or in an area identified as a wildland-urban interface (WUI) community within the vicinity of federal land that is a high risk of a wildfire.

#### **PRIOR TO THE RECORDATION OF PARCEL/SUBDIVISION MAP**

46. **Emergency Water Supply:** The project area **IS NOT** currently provided with an adequate means of emergency water supply, storage, or conveyance facilities. Prior to new buildings or structures being placed on one or more of these parcels, the applicant will need to demonstrate that they can meet the required emergency water supply provisions found in Chapter 5 of the California Fire Code, along with local ordinances and standards of EDHFD.
  - a. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located along the fire apparatus access roadway. Fire hydrant quantities and locations shall be in accordance with the California Fire Code, as amended locally. The required fire hydrants shall be installed and operational prior to any combustible construction (including foundations).  
Fire hydrants shall be spaced no more than 1000-ft on center to provide fire protection for traffic hazards where no residential and/or commercial development is planned. Fire hydrant spacing for development shall be in accordance with CFC Appendix C.
47. **Roads and Driveways:** Roads and driveways, whether public or private, shall comply with CCR Title 14 §§ 1270.00 - 1276.04 and CCR Title 24 – Part 9 (CFC), Section 503 (Fire Apparatus Access Roads), as amended locally.

Fire access in accordance with CFC, chapter 5 and EDHFD local ordinances shall be provided to Parcels 3 and 4.

Two (2) separate and approved fire access roads shall be provided to the project area in accordance with CFC Appendix D. Fire access road separation shall be in accordance with CFC section D104.3.

- a. Fire access roadways shall be of not less than 20 feet of unobstructed width, 15 feet of vertical clearance, and minimum turning radii of 40 feet inside and 56 feet outside dimensions on the improvement plans. The access roadway shall extend to within 150 feet of all portions of the exterior walls of the first story of any proposed building. The use of turf-block or Grass-Crete or similar alternate road surfaces is not approved for installation in fire apparatus access roadways.
  - b. Fire access roadways shall be built to bear a minimum of 75,000 pounds and meet DOT standards for roadways. A report, prepared by a registered geotechnical or California-licensed Civil engineer, verifying the ability of the road to bear the required minimum weight, shall be submitted with any plan indicating the construction of the roadway. Verification of constructed roadway shall be provided by a registered geotechnical or California-licensed Civil engineer prior to the final of the project.
  - c. Where a bridge or elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with American Association of State Highway and Transportation Officials HB-17.
  - d. Traffic calming measures and gates along fire access roads are prohibited unless approved by EDHFD.
  - e. When a road is required, it shall be named in accordance with the requirements identified by the County of El Dorado Surveyors Office. An approved street sign shall be placed at the entrance to the road.
  - f. Fire Lane identification shall be provided along required fire access roadways. Fire Lane identification shall be in accordance with the El Dorado County Regional Fire Protection Standard #B-004 and the California Vehicle Code. Vehicle parking is prohibited on any street less than 30 feet in width. Vehicle parking is permitted on both sides of streets 40 feet or more in width. Roadway widths shall be measured between the gutter line or edge of pavement on opposite sides of the road. Identification of fire apparatus access roadways may be required on private roads.
  - g. All essential road and driveway improvements shall be complete and meet all of the requirements of CCR Title 14 and the California Fire Code prior to the approval of the final map for the project.
- 48.** Road Maintenance Agreement: Provide Fire Access Roadway Maintenance Agreement (RMA) between all parcels connected to and served by private fire access roadways and/or driveways when serving more than one parcel. The Fire Access Roadway Maintenance



Agreement shall be recorded with the El Dorado County Recorder's Office. The roadway maintenance agreement shall include the following:

- a. Provisions for the necessary repair and maintenance of the roadway surface
  - b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of fifteen feet (15') or width of twenty feet (20')
  - c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
  - d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems
- 49. Fire Protection Plan (Fire Safe Plan):** A preliminary fire protection plan shall be prepared to determine the acceptability of fire protection and life safety measures designed to mitigate wildfire hazards. The wildfire protection plan shall be in accordance with Chapter 49 of the CFC and EDHFD standards.
- 50. Community Facilities District:** In order to maintain certain services provided by the Fire Department, which are impacted by the proposed development, including, but not limited to, fire protection and suppression, ambulance response services, emergency response services, administrative fees of the Department, and any other services permitted under the Mello-Roos Community Facilities Act of 1982, as amended, commencing with Section 53311 of the Government Code (the "Act"), as well as costs of administration, operating, and reporting, the Developer shall elect and provide for one (1) of three (3) financing options. The Developer can (i) form a new Community Facilities District ("CFD") subject to the review and approval of the Department, (ii) make a deposit and annex into any existing and approved Department CFD, or (iii) make a lump-sum payment for the present value of an annuity authorized by the Department. If the Developer chooses to create a new CFD or annex into an existing EDHFD CFD, the creation of the new CFD or the annexation into the existing EDHFD CFD shall be completed concurrently with final approval, as determined jointly by the Department and the County, of all land use entitlements requested by the landowner/applicant/developer.

#### **PRIOR TO THE ISSUANCE OF THE FINAL BUILDING PERMIT**

- 51. Fire Protection Plan (Fire Safe Plan):** A final fire protection plan shall be prepared to determine the acceptability of fire protection and life safety measures designed to mitigate wildfire hazards. The wildfire protection plan shall be in accordance with Chapter 49 of the CFC and EDHFD standards.
- 52. Plan submittal.** The applicant shall meet the following: Civil Site Plans and Architectural Plans shall be submitted and approved prior to Final Building Permit being issued. Fire Sprinkler and Fire Alarm plans shall be submitted prior to Final Building Permit being

issued. Please note: EDHFD **does not** allow deferred submittals for Fire Sprinkler or Fire Alarm plans.

53. **New Buildings and Structures:** New buildings and structures placed on a parcel shall comply with all applicable fire safety regulations found in the CCR Titles 14, 19, 24, and EDHFD ordinances and regulations.
54. All parcels shall provide a minimum thirty (30) foot setback for all buildings from all property lines and/or the center of a road in accordance with CCR Title 14 – Section 1276 (Setback for Structure Defensible Space).

#### **PRIOR TO GRANTING FINAL OCCUPANCY**

55. **Address.** All parcels shall be provided with an approved address number as issued by the County Surveyors Office. Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than eight (8) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background.

#### **United Auburn Indian Community (UAIC)**

56. The Developer shall contract with and pay the cost of an on-site Tribal Monitor.
57. A bedrock mortar that has been identified in a pile of rocks created during previous grading activity shall be relocated to open/protected space along the creek (Protected Creek Space) with a Tribal Monitor present, and a site record be made for its new location prior to the Final Map. Applicant or its Contractor (Applicant/Contractor) shall place the bedrock mortar within an area of the Protected Creek Space that can be reached from outside this protected area using Applicant/Contractor's on-site excavating trackhoe and shall otherwise not enter the Protected Creek Space. The site record shall be made by a qualified archaeologist. The qualified archaeologist shall be Brian Marks of Ecorp Consulting (Project Archaeologist). The Project Archaeologist may be notified by email at [emarks@ecorpconsulting.com](mailto:emarks@ecorpconsulting.com) or by telephone at (916) 782-9100. If Brian Marks is unable to serve, Applicant/Contractor shall, in consultation with the County and the Tribe, designate another qualified archeologist as the Project Archaeologist. The site record shall be submitted to the North Central Information Center (NCIC).

#### **Conditions for the Road Permit for the Construction of the Extension of Carson Crossing Drive**

58. Applicant/Contractor shall have a Tribal Monitor spot check during ground disturbing work. Applicant shall review proposed areas of grading with the Tribal Monitor to tailor

monitoring to specific areas as needed. The Tribal Monitor shall wear appropriate safety equipment, including but not limited to boots, a hard hat, safety glasses, and a safety vest.

59. Future construction activities related to the extension of Carson Crossing Drive may be subject to additional conditions to ensure protection of any identified Tribal Cultural Resources (TCR).
60. Applicant/Contractor shall have a paid Tribal Monitor spot check during ground disturbing work. Applicant shall review proposed areas of grading with the Tribal Monitor to tailor monitoring to specific areas as needed. The Tribal Monitor shall wear the appropriate safety equipment, including but not limited to boots, a hard hat, safety glasses, and a safety vest.

If any potential TCR are discovered by any person on site during ground disturbing construction activities all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. The Project Archaeologist (as defined above) and a paid Tribal Monitor from the consulting Tribe or a California Native American tribe that is traditionally and culturally affiliated with a geographic area (Tribal Representative) shall be immediately notified via email and telephone. Within fourteen (14) days of the find, the Project Archaeologist shall, in consultation with the Tribal Representative, determine in writing if the find is a TCR as defined in Public Resources Code section 21074. The Project Archaeologist, in consultation with the Tribal Representative, will make written recommendations to the Planning Director for further evaluation and treatment as necessary. Within thirty (30) days of the County's approval of the Tentative Parcel Map and these Conditions of Approval, UAIC shall propose an individual to serve as the Tribal Representative, an alternate, and their respective qualifications. Applicant, in consultation with the Project Archaeologist, shall not unreasonably withhold consent to UAIC's proposed Tribal Representative and alternate. If UAIC fails to propose a Tribal Representative and an alternate as described herein within the applicable 30-day period, the Project Archaeologist shall have sole responsibility and authority to determine whether a find is a TCR.

61. Applicant/Contractor shall consult with the Tribal Monitor and determine in writing whether protective fencing is needed. If it is feasible to avoid an identified TCR, the construction contractor(s), with the Tribal Monitor present, will install protective fencing or other acceptable methods outside the site boundary, including a buffer area, before construction starts or restarts. Standard buffer areas are 100 feet but may be increased or decreased upon mutual agreement. The construction contractor(s) will maintain the protection throughout construction to avoid the resource/area of sensitivity during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area".
62. The Applicant/Contractor shall provide a tribal cultural resources sensitivity and awareness training program Worker Environmental Awareness Program (WEAP) for all personnel involved in on-site project construction, including field consultants and construction workers, at their own expense. The WEAP shall be developed in coordination with

interested Native American Tribes that are traditionally and culturally affiliated with a geographic area. Interested Tribes shall have thirty (30) days to submit written comments on Applicant/Contractor's proposed WEAP, and Applicant/Contractor, in consultation with the Project Archaeologist, will endeavor to incorporate all comments to the maximum extent feasible. All construction activity shall avoid identified or potential TCRs. If any objects that qualify as TCRs under Public Resources Code section 21074 are discovered during ground disturbing construction activities, Applicant/Contractor will immediately document the objects and propose a location within the Protected Creek Space for permanent relocation and identify any available on-site locations for temporary relocation in the event the Tribe seeks permanent relocation off-site. Upon receipt of Applicant/Contractor's proposal, the Tribe will have 48 hours to respond, or the Project Archaeologist will decide where to relocate the object within the Protected Creek Area. If, in its timely response, the Tribe desires to relocate an object outside of the Protected Creek Area, then the Tribe must, in that response, propose an available temporary location on-site that will allow construction work to continue and agree to remove the object from the site within fourteen (14) days or it will be placed in the Protected Creek Area. Applicant/Contractor shall ensure a record of each placement within the Protected Creek Area is promptly created and provided to the Tribe.

The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding cultural and tribal resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to California Native American tribes and will discuss appropriate behaviors and responsive actions, consistent with the applicable tribal values. The training may be done in coordination with the Project Archaeologist.

63. All ground-disturbing equipment operators shall be required to receive the WEAP training and sign a form that acknowledges receipt of the training.
64. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs and cultural belongings will not take place unless approved in writing by the consulting Tribe.
65. Treatment that preserves or restores the cultural character and integrity of a TCR may include paid Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil. These recommendations will be documented in the project record. For any recommendations made by traditionally and culturally affiliated

Native American Tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.