

## Mitigation Measure(s) Agreement

Project: CUP18-0009: El Dorado Senior Housing

As the applicant, owner, or their legal agent, I hereby agree to incorporate all required mitigation measures, as identified in the related Environmental Checklist, which are necessary in order to avoid or reduce any potentially significant environmental effect to a point where clearly no significant adverse impacts would occur as a result of project implementation.

I understand that by agreeing to incorporate the identified mitigation measures, all potentially adverse environmental impacts will be reduced to an acceptable level and a "Proposed Mitigated Negative Declaration" will be prepared and circulated in accordance with County procedures for implementing the California Environmental Quality Act (CEQA). I also understand that additional mitigation measures may be required following the review of the "Proposed Mitigated Negative Declaration" by the public, affected agencies, and by the applicable advisory and final decision making bodies.

I understand the required mitigation measures incorporated into the project will be subject to the El Dorado County Mitigation Monitoring and Reporting Program adopted in conjunction with the Mitigated Negative Declaration.

This agreement shall be binding on the applicant/property owner and on any successors or assigns in interest.

IN WITNESS WHEREOF, the Planning Director or his assign, representing the County of El Dorado, and the applicant/owner or his legal agent have executed this agreement on this 15<sup>th</sup> day of April, 2019.

El Dorado County Planning Services

Signature of Applicant/Owner/Agent:

By: [Signature]

Jim Davies, Project Mgr.

Efren Sanchez, Associate Planner  
Print name and title above

Print name and address below:

Jim Davies, Project Manager  
Eldorado Senior Housing, LLC  
854 Diablo Rd  
Danville, CA. 94526

**Exhibit S**

MITIGATION MONITORING AND REPORTING PROGRAM | PROJECT NAME (CUP18-0009)

MITIGATION MEASURES	MONITORING				VERIFICATION		
	Implementing RP <sup>1</sup>	Type of Monitoring Action	Timing Requirements <sup>3</sup>	Monitoring/ Verification Entity <sup>4</sup>	Signature	Date	Comments
<b>A. Noise</b>							
<p><b>Mitigation Measure NOI- 1:</b> Ensure that all rooftop mounted HVAC equipment associated with air heating and cooling requirements of Commercial Buildings #1 and #2 be completely shielded from view of nearby existing residences by building rooftop parapets (as proposed).</p> <p>AND (one of the following) NOI-2 or NOI-3</p>	Appl.	PC, CPI	PGP	EDCPD			
<p><b>Mitigation Measure NOI-2:</b> When building plans are available that identify specific HVAC equipment model information and installation locations, the project developer shall review and confirm that the equipment will not exceed 45 dB Leq at 50 feet (Commercial Building #1) and 45 dB Leq at 30 feet (Commercial Building #2).</p>	Appl.	PC, CPI	PGP	EDCPD			
<p><b>Mitigation Measure NOI-3:</b> Should the project developer choose to install rooftop-mounted HVAC equipment that exceeds 45 dB Leq at 50 feet (Commercial Building #1) or 45 dB Leq at 30 feet (Commercial Building #2), the construction of a 6-foot tall localized barrier that encompasses the equipment would be required. Should a barrier be constructed on the rooftop of Commercial Building #1, the barrier shall encompass the equipment around the north, east and west sides. Should a barrier be constructed on the rooftop of Commercial Building #2, the barrier shall encompass the equipment on the south, west and east sides.</p>	Appl.	CPI	PGP	EDCPD			

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<b>B. Transportation</b>							
<p><b>Mitigation Measure M1: SR 49 @ Pleasant Valley Road, Existing (2018) plus Proposed Project Conditions</b></p> <p>The impact can be mitigated with a traffic signal; however, the subject intersection is under the jurisdiction of Caltrans who will need to approve the timing for implementing a traffic signal.</p> <p>The County’s methods for identifying the timing for an intersection are based on both the Capital Improvement Program and Intersection Needs Prioritization Process. The County’s 10-year Capital Improvement Program (CIP) includes a line item for un-programmed traffic signal installation and operational and safety improvements at intersections, including improvements such as construction of new traffic signals, construction of turn pockets, and the upgrade of existing traffic signal systems. The County annually monitors intersections with potential need for</p>	Appl.	PC, CPI	PGP	EDCPD, EDCDOT, and CALTRANS			

1 Appl. = Applicant; EDC = El Dorado County

2 CPI = Construction Period Inspection, OTC = One-time Confirmation Action; PC = Plan Check; POC = Post Occupancy Inspection; SMS = Specialized Monitoring Study; SSR = Subsequent Standard Review

3 DPC = During Project Construction; PBP = Prior to Issuance of Building Permit; PGP = Prior to Issuance of Grading Permit; PPO = Prior to Project Occupancy; STR = Specialized Timing Requirement

4 EDCPD = El Dorado County Planning Division; EDCSD = El Dorado County Sheriff’s Department; EDHFD = El Dorado Hills Fire District; EDCDOT = El Dorado County Transportation Division; EDCBD = El Dorado County Building Division;

EDCDEH = El Dorado County Department of Environmental Health

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<p>improvement through the <i>Intersection Needs Prioritization Process</i>. This process is utilized to inform the annual update to the CIP, and the Board of Supervisors can add potential intersection improvements to the CIP, as funding becomes available.</p> <p>In the absence of identifying timing for implementing a traffic signal, the Community Development Services-Transportation Division has determined that the appropriate mitigation includes payment of traffic mitigation fees to satisfy the project's fair share obligation towards the traffic signal improvement. The project proportional share of growth of traffic entering the intersection is about 0.7% in the AM peak hour under Existing plus Proposed Project conditions.</p> <p><b>OR</b></p> <p>Construction of the improvement (traffic signal) with reimbursement for costs that exceed the project's proportional share, if the improvement is needed but not included in future updates to the CIP. The improvement will need to consistent with General Plan Goal TC-X and supporting Policy TC-Xf.</p>							
<p><b>Mitigation Measure M2: : SR 49 @ Pleasant Valley Road, Near-Term (2028) plus Proposed Project Conditions</b></p> <p>The impact can be mitigated with a traffic signal; however, the subject intersection is under the jurisdiction of Caltrans who will need to approve the timing for implementing a traffic signal.</p> <p>The County's methods for identifying the timing for an intersection are based on both the Capital Improvement Program and Intersection Needs Prioritization Process. The County's 10-year Capital Improvement Program (CIP) includes a line item for un-programmed traffic signal installation and operational and safety improvements at intersections, including improvements such as construction of new traffic signals, construction of turn pockets, and the upgrade of existing traffic signal systems. The County annually monitors intersections with potential need for improvement through the <i>Intersection Needs Prioritization Process</i>. This process is utilized to inform the annual update to the CIP, and the Board of Supervisors can add potential intersection improvements to the CIP, as funding becomes available.</p> <p>In the absence of identifying timing for implementing a traffic signal, The Community Development Services-Transportation Division has determined that the appropriate mitigation includes payment of traffic mitigation fees to satisfy the project's fair share obligation towards the traffic signal improvement. The project proportional share of growth of traffic entering the intersection is about 9.6% in the AM peak hour under Near Term (2028) plus Proposed Project conditions.</p>	Appl.	PC, CPI	PGP	EDCPD, EDCDOT, and CALTRANS			

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<p><b>OR</b></p> <p>Construction of the improvement (traffic signal) with reimbursement for costs that exceed the project's proportional share, if the improvement is needed but not included in future updates to the CIP or constructed by others. The improvement will need to consistent with General Plan Goal TC-X and supporting Policy TC-Xf.</p>							
<p><b>Mitigation Measure M3: SR 49 @ Pleasant Valley Road, Cumulative (2035) plus Proposed Project Conditions</b></p> <p>The impact can be mitigated with a traffic signal; however, the subject intersection is under the jurisdiction of Caltrans who will need to approve the timing for implementing a traffic signal.</p> <p>The County's methods for identifying the timing for an intersection are based on both the Capital Improvement Program and Intersection Needs Prioritization Process. The County's Capital Improvement Program (CIP) includes a line item for un-programmed traffic signal installation and operational and safety improvements at intersections, including improvements such as construction of new traffic signals, construction of turn pockets, and the upgrade of existing traffic signal systems. The County annually monitors intersections with potential need for improvement through the <i>Intersection Needs Prioritization Process</i>. This process is utilized to inform the annual update to the CIP, and the Board of Supervisors can add potential intersection improvements to the CIP, as funding becomes available.</p> <p>In the absence of identifying timing for implementing a traffic signal, The Community Development Services-Transportation Division has determined that the appropriate mitigation includes payment of traffic mitigation fees to satisfy the project's fair share obligation towards the traffic signal improvement. The project proportional share of growth of traffic entering the intersection is about 4.2% in the AM peak hour and 6.3% in the PM peak hour under Cumulative (2035) plus Proposed Project conditions.</p> <p>Should the project developer choose to install rooftop-mounted HVAC equipment that exceeds 45 dB Leq at 50 feet (Commercial Building #1) or 45 dB Leq at 30 feet (Commercial Building #2), the construction of a 6-foot tall localized barrier that encompasses the equipment would be required. Should a barrier be constructed on the rooftop of Commercial Building #1, the barrier shall encompass the equipment around the north, east and west sides. Should a barrier be constructed on the rooftop of Commercial Building #2, the barrier shall encompass the equipment on the south, west and east sides.</p> <p><b>OR</b></p> <p>Construction of the improvement (traffic signal) with reimbursement for costs that</p>	Appl.	CPI	PGP	EDCPD, EDCDOT, and CALTRANS			

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exceed the project's proportional share, if the improvement is needed but not included in future updates to the CIP or constructed by others. The improvement will need to consistent with General Plan Goal TC-X and supporting Policy TC-Xf.							

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