

CONDITIONS OF APPROVAL

Tentative Map TM14-1519/Carson Creek Unit 3 Planning Commission/July 9, 2015

PROJECT DESCRIPTION

1. The Tentative Subdivision Map and Design Waivers are based upon and limited to compliance with the project description and conditions of approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval. The project description is as follows:
 - A. Tentative Subdivision Map creating a residential subdivision creating 140 residential lots ranging from 3,250 square feet to 9,438 square feet, four lettered lots for landscaping, drainage and utilities, and one roadway lot, and establishing Single Family High Density (SFHD) as the zoning
 - B. Design Waivers of the following El Dorado County Design and Improvement Standard Manual (DISM) road standards:
 - 1) Construct the Lot R encroachment onto Golden Foothill Parkway to Standard Plan 103D without the 100 foot tapers;
 - 2) Construct road encroachment (exit only) onto Carson Crossing Drive to Standard Plan 103D without the 100 foot tapers;
 - 3) Reduce the sidewalk widths to 4 feet for residential streets (sidewalk on one side);
 - 4) Reduce the residential street right of way widths (Lot R) from 50 feet to 40 feet;
 - 5) Install local access stub streets ≤ 150 feet in length (Lot R width 24 feet; 21 feet curb face to curb face); and
 - 6) Intersection off-set of K Street and J Street < 150 feet.
 - C. Design Waivers of the following Carson Creek Specific Plan Development Standards: Setbacks shall be those listed in the Carson Creek Specific Plan under Chapter 4, Development Standards, and Subsection 4.6 Single Family High Density (3,000 sq. ft. min.) with the following modifications:
 - 1) Minimum Front Yard Setback: 12.5 feet
 - 2) Minimum Side Yard Setback: 3 feet; 6 feet street side
 - 3) Minimum Setbacks Building to Building: Side to side 6 feet; Side to rear 10 feet; Rear to rear 10 feet

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

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

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

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

4. A financing mechanism or mechanisms, such as a Landscaping and Lighting District (LLAD) for development and maintenance of parks, and for maintenance of open space, landscaping, lighting, fencing, trails, walkways, corridors, signage, sound walls, entry monuments, and other common or public areas shall be determined prior to approval of the final map. Improvement plans for the above referenced items will be submitted to the El Dorado Hills Community Services District (EDHCSD) for approval, and the financing mechanisms shall be in place prior to issuance of building permits (section 5.2 of the Carson Creek Specific Plan). Upon annexation of this project into the EDHCSD; the Carson Creek Specific Plan area shall be subject to the adopted park impact fee imposed for new development within the EDHCSD boundary and will be paid by the developer at the time a building permit is issued.
5. As a condition of approval of all tentative maps, a wood or other solid fence, at least six feet in height, will be constructed by the developer for all residential lots adjacent to the boundaries of the Specific Plan:
 - a) Agricultural fencing per County Resolution No. 98A-90 shall be required along the Sacramento/El Dorado County line in any location not adjacent to a residential lot/parcel.
 - b) The CC&Rs will specify the fence design approval process. Fence design will be as approved by the El Dorado Hills Community Services District and the appropriate design review committee.
 - c) The developer will provide a funding mechanism, such as a homeowners association or a Landscaping and Lighting District, for the maintenance of fencing adjacent to open space.

6. The developer will be required to provide water meters for all residential lots, parks, landscaped corridors, and open space parcels. Costs of water meters for parks may or may not be a credit to developer pending negotiations with EDHCSD Board of Directors.

The following are Mitigation Measures from the CCSP EIR:

7. Golden Foothills Parkway at Carson Creek
 - a) Use native plant species as the majority of those planted in the proposed 30-foot greenbelt to maximize a compatible visual relationship with the surrounding natural terrain and vegetation.
 - b) Require use of natural colored roof materials in project developments to maximize consistency with the surrounding natural environment and to minimize stark visual contrasts.
 - c) Use natural components in fencing materials (e.g., wood, stone, and brick) in developments along Carson Creek to enhance visual compatibility with the natural surroundings of the site.
 - d) Use natural components in pedestrian trail features (e.g., fences, trail materials) to enhance visual compatibility with the natural surroundings of the site.
 - e) Retain unobstructed views of Carson Creek from locations along Golden Foothill Parkway.

8. Phase 1 (Grading Phase) Construction Emissions
 - a) The project applicant shall comply with El Dorado County APCD Rule 223 as required by the Air Pollution Control Officer. The project applicant shall prepare a fugitive dust control plan to be submitted to, and approved by, the APCD prior to the commencement of construction. Control measures to be outlined in the plan may include, but are not limited to, the following:
 - Application of water or suitable chemicals or other specified covering on materials stockpiles, wrecking activity, excavation, grading, sweeping, clearing of land, solid waste disposal operations, or construction or demolition of buildings or structures (all exposed soil shall be kept visibly moist during grading);
 - Installation and use of hoods, fans and filters to enclose, collect, and clean the emissions of dusty materials;
 - Covering or wetting at all times when in motion of open-bodied trucks, trailer or other vehicles transporting materials which create a nuisance by generating particulate matter in areas where the general public has access;
 - Application of asphalt, oil, water or suitable chemicals on dirt roads;
 - Paving of public or commercial parking surfaces;
 - Removal from paved streets and parking surfaces of earth or other material which has a tendency to become airborne;
 - Limiting traffic speeds on all unpaved road surfaces to 15 mph;
 - Suspending all grading operations when wind speeds exceed 20 miles per hour

- (including instantaneous gusts);
 - Alternate means of control as approved by the Air Pollution Control Officer.
 - b) Construction equipment engines shall be maintained in proper operating condition.
9. Phase II (Facilities Phase) Construction Emissions
- a) Low emission mobile construction equipment shall be used (e.g., tractor, scraper, dozer, etc.)
 - b) Construction equipment engines shall be maintained in proper operating condition.
 - c) Low-emission stationary construction equipment shall be used.
 - d) A trip reduction plan shall be developed and implemented to achieve 1.5 average vehicle occupancy (AVO) for construction employees.
 - e) Construction activity management techniques, such as extending construction period, reducing number of pieces used simultaneously, increasing distance between emission sources reducing or changing hours of construction, and scheduling activity during off-peak hours shall be developed and implemented.
 - f) The project applicant shall comply with El Dorado County APCD Rule 224.
 - g) The project applicant shall comply with El Dorado County APCD Rule 215.
10. Stationary Source Emissions
- a) The applicant shall incorporate energy-saving design features into future levels of project implementation as feasible and appropriate. The feasibility and appropriateness of each measure can best be determined at future, more-detailed levels of planning. These design features may include, but are not limited to, the following:
 - 1) Shade trees;
 - 2) Energy-efficient and automated air conditioners;
 - 3) Double-pane glass in all windows;
 - 4) Energy-efficient low-sodium parking lot lights;
 - 5) Adequate ventilation systems for enclosed parking facilities;
 - 6) Solar or low-emission water heaters;
 - 7) Energy-efficient lighting and lighting controls;
 - 8) Central water heating systems;
 - ~~b) The applicant, future successors in interest or future homebuilders shall install only EPA-certified woodstoves and fire places.~~
11. Regional Mobile Source Emissions - The County shall coordinate with the Folsom, El Dorado, Cordova TMA to consider including the project site within the TMA's jurisdiction.

12. Short-Term Construction Noise - Construction activities shall be conducted in accordance with the County noise regulation or limited to the following hours and days: Between the hours of 7:00 a.m. and 5:00 p.m. on any weekday; between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays; and prohibited on Sundays and holidays.

At the time of the letting of the construction contract, it shall be demonstrated that engine noise from excavation equipment would be mitigated by keeping engine doors closed during equipment operation. For equipment that cannot be enclosed behind doors, lead curtains shall be used to attenuate noise.

13. Increased Traffic Noise

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

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

- a) Air conditioning shall be included in all residences to allow occupants to close doors and windows as desired to achieve additional acoustic isolation from the commercial noise sources in the project vicinity.
- b) An 8-foot tall solid noise barrier shall be constructed along the rear property lines of the residential lots adjacent to Carson Crossing Road and along the side property line of Lot 29 to reduce noise levels in future backyard areas to 60 dB L_{dn} or less. Conformance with this condition shall be verified by Planning Services Division.
- c) To ensure compliance with the County's 45 dB L_{dn} interior noise level standard, all second-floor bedroom windows of the residences constructed adjacent to Carson Crossing Drive from which that roadway would be visible have a minimum STC rating of 30. A Notice of Restriction shall be recorded with the Final Map for the affected lots requiring that the above requirement shall be implemented with the residential building permits for the affected lots. The language of the notice shall be reviewed and approved by Planning Services Division prior to recordation.

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

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

- a) Disclosure statements shall be provided to all future residents of the development notifying them of the presence of the nearby business park and the potential for periodic elevated noise levels associated with its operations. Prior to recordation of the first residential final map, the applicant shall provide a copy of the disclosure statement for review and approval by the Development Services-Planning Division.
15. Loss of Wetlands
- a) ~~Prior to issuance of a grading permit, the wetland delineation completed for the Euer Ranch shall be verified by USACE. After verification, any wetlands that would be lost or disturbed shall be replaced or rehabilitated on a "no net loss" basis in accordance with USACE mitigation guidelines. El Dorado County has also supported the protection of wetlands as specified in the County's General Plan under Objective 7.4.2. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE.~~
- b) Prior to issuance of a grading permit, a Stream Bed Alteration Agreement shall be obtained from CDFG, pursuant to §1600 of the California Fish and Game Code, for each stream crossing and any other activities affecting the bed, bank, or associated riparian vegetation of the stream. If required, the project applicant shall coordinate with CDFG in developing appropriate mitigation, and shall abide by the conditions of any executed permits.
- c) Grading activities shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control the situation, and the potential discharge of pollutants into drainages.

16. Liquefaction

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

17. Ground Staking

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

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

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

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

at a 1:1 (horizontal to vertical) slope angle or reviewed for stability by the Geotechnical Engineer in accordance with the Occupational Safety and Health Administration regulations if personnel are to enter the excavations.

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

19. Increased Surface Runoff

- a) Prior to the approval of the first tentative subdivision or parcel map, a condition of approval shall be placed on the tentative map that states prior to the issuance of a grading plan, the project applicant shall submit and obtain approval of final drainage plans by the El Dorado County Transportation Department. These final drainage plans shall demonstrate that future post-development storm water discharge levels from the project will remain at existing storm water discharge levels and detention basins will be permanently maintained. The drainage plan shall be prepared by a certified Civil Engineer and shall be in conformance with the El Dorado County Drainage Manual adopted by the Board of Supervisors in March 1995. The project applicant shall form a drainage zone of benefit (ZOB) or other appropriate entity to ensure that all storm water drainage facility maintenance requirements are met. The drainage plans shall include, at a minimum, written text addressing existing conditions, the effects of project improvements, all appropriate calculations, a watershed map, potential increases in downstream flows, proposed on-site improvements, and drainage easements, if necessary, to accommodate flows from the site and implementation and maintenance responsibilities. The plan shall address storm drainage during construction and proposed BMPs to reduce erosion and water quality degradation. All on-site drainage facilities shall be constructed to El Dorado County Transportation Division satisfaction. BMPs shall be implemented throughout the construction process. The following BMPs, or others deemed effective by the Transportation Division, will be implemented as necessary and appropriate:

- *Soil Stabilization Practices*
 - Straw Mulching
 - Hydromulching
 - Jute Netting

Revegetation
Preservation of Existing Vegetation

- *Sediment Barriers*
 - Straw Bale Sediment Barriers
 - Filter Fences
 - Straw Bale Drop Inlet Sediment Barriers
- *Site Construction Practices*
 - Winterization
 - Traffic Control
 - Dust Control
- *Runoff Control in Slopes/Streets*
 - Diversion Dikes
 - Diversion Swales
 - Sediment Traps

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

20. 100-Year Flood Event

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

21. Short-Term Construction-Related Water Quality Impacts

- a) Prior to issuance of a grading permit, the developer shall obtain from the CVRB a General Construction Activity Storm water Permit under the National Pollutant Discharge Elimination System (NPDES) and comply with all requirements of the permit to minimize pollution of storm water discharges during construction activities.
- b) Prior to issuance of a grading permit, the project applicant shall submit to the El Dorado County Transportation Division and the Resource Conservation District for review and approval an erosion control program which indicates that proper control of

siltation, sedimentation and other pollutants will be implemented per NPDES permit requirements. The erosion control plan shall include BMPs as discussed in mitigation measure 4.10-1, and as follows: sediment basins sediment traps, silt fences, hay bale dikes, gravel construction entrances, maintenance programs, and hydroseeding.

22. Long-Term Water Quality Impacts

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

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

- a) Prior to grading and construction activities, significant cultural resources found on the project site shall be recorded or described in a professional report and submitted to the North Central Information Center at California State University at Sacramento.
- b) During grading and construction activities, the name and telephone number of an El Dorado County-approved, licensed archaeologist shall be available at the project site. In the event a heritage resource is encountered during grading or construction activities, the project applicant shall ensure that all activities will cease in the vicinity of the recovered heritage resource until an archaeologist can examine the find in place and determine its significance. If a find is authenticated, the archaeologist shall determine proper methods of handling the resource(s) for transport and placement in an appropriate repository. Grading and construction activities may resume, after the resource is either, retrieved or found to be not of consequence.

24. School Fees

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

that the age restrictions for the Carson Creek Specific Plan area are lifted.

25. Law Enforcement

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

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

26. Water Consumption

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

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

27. Historic Mining

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

28. Underground Storage Tank (UST)

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

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

- a) The applicant shall rough grade the regional park site and shall construct a chip-and-seal road to the park site within 60 days of recording of the first final subdivision map for Euer Ranch (Phase 1).
- b) The County intends to form a county- or region-wide financing mechanism such as an El Dorado Hills ("EDH") regional park district or zone of benefit to pay for ongoing regional park maintenance and any improvements, including those noted in subsection d) below. The formation of this funding mechanism is a precondition to the applicant's obligations under subsections c) through h) below,
- c) The Carson Creek Specific Plan Area shall join in the agreed-upon financing mechanism.
- d) The applicant shall seek to annex the Carson Creek Specific Plan Area into EID in order to obtain the necessary water resources for the regional park; reclaimed water shall be used to the extent feasible to water the ballfields but potable water is necessary for drinking fountains.
- e) The applicant shall advance funds or conduct a nexus study for the regional park assessment district or other agreed-upon formed financing mechanism within 120 days.
- f) The applicant shall advance funds, within 180 days after the County approves the first tentative map for Phase 2 of the Carson Creek Specific Plan Area, to pay for completing the following:
 - 1) grading 20 acres for ball fields per County specifications;
 - 2) installing chip-and-seal parking area at the regional park;
 - 3) installing potable and reclaimed water lines to the regional park;
 - 4) obtaining EDUs for EID water and/or installing a well- water system;
 - 5) installing shielded sports lighting on 15 acres of ball fields;
 - 6) installing restrooms, bleachers, and concession stands; and
 - 7) installing drainage system, irrigation system, and turf on 15 acres of ballfields.
- g) The applicant's contributions noted above in subsections a), e), and f) shall be considered a loan, which shall be paid back by the assessment district or other approved financing mechanism upon the sale of the bonds necessary to construct the facility.

30. The applicant will pay light rail fees in the following circumstances: (1) a region-wide or county-wide, light-rail fee requirement is imposed; (2) before grading permits are issued; and (3) fees shall only apply to units in which no building permit has been issued at the time the light rail fee is imposed. The applicant will receive credit against any fees for any light rail related improvements or land donated to serve light rail.
31. Open channel drainage: The applicant shall minimize the use of culverts and concrete V-ditches and maximize the use of open, unlined and vegetated channels to facilitate removal of pollutants and sediment and to preserve a more natural rural feel to the development. The applicant shall employ best management practices to protect water quality and to minimize erosion in the drainage system. Such practices shall include utilizing grassy swales, open ditches, energy dissipaters, water quality ponds, and grease/oil traps.
- a) Open Space Areas: All drainage in open space corridors shall remain natural, unlined and open. Except as expressly indicated elsewhere in the specific plan, the applicant will not use culverts in these channels and road crossings shall be bridged.
 - b) Within areas designated for residential and industrial use, vegetated open-channel drainage shall be the primary means of accommodating stormwater runoff. Existing surface water bodies, in residential areas, where the homes front the streets, site design shall emphasize drainage to open, vegetated channels away from streets and towards the back and side lots. In instances where such drainage is not engineering practicable, drainage towards streets shall utilize gutters, A.C. dikes, rolled curbs, and/or vertical curbs. These drainage facilities shall be kept to a minimum and will convey drainage to open channel ditches (1) along collectors and other streets where homes do not front the streets and (2) between lots. Piped drainage facilities shall be kept to a minimum. Open channel ditches shall convey the drainage to natural drainage channels in the open space areas but not before ensuring that water quality standards are maintained through the implementation of best management practices.
32. Roadways in the Carson Creek Specific Plan Area shall be curvilinear and separated from pedestrian pathways that run around, over, under, and between structures. Where feasible, cul-de-sacs will be incorporated into circulation system designs. The majority of roads (asphalt portion only) shall be 26 feet or less in width.

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

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

shall be no more than 26 feet wide. The majority of roads (asphalt portion only) shall be 26 feet or less in width.

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

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

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

Planning Services

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

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

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

Transportation Division

Project Specific Conditions

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

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

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

37. **Offer of Dedication, Interior Roads:** Interior Roads are private and are to be maintained by the Homeowner’s Association. The County will reject any offer of dedication.
38. **Off-Site Improvements:** Developer shall construct a 6 foot wide sidewalk along on the south side of Golden Foothill Parkway from the pedestrian trail constructed as a part of Carson Creek Unit 1 (TM04-1391) easterly across the open space lot and the project frontage, connecting to the sidewalk required to be constructed as a part of the Westmont Living development (S14-0010). An encroachment permit or Road Improvement Agreement is required for this work.
39. **Encroachment Permit(s):** The applicant shall obtain an encroachment permit from County and shall construct the roadway encroachment access onto Golden Foothill Parkway to the provisions of County Design Standard Plan 103D.
40. **Access:** The applicant is required to coordinate with and provide access to the adjacent parcel, APN 117-570-07, along the east side of Lot R (A Street). These access rights shall be shown on the final map. This condition may be modified by the Transportation Division if the adjacent parcel is allowed a separate access onto Golden Foothill Parkway.

41. **Vehicular Access Restriction:** Prior to filing of the map, the applicant shall record a vehicular access restriction along the entire frontage Carson Crossing Drive, excluding the locations of the approved access encroachments.

Standard Conditions

42. **TIM Fees:** Prior to issuance of building permits for the lots created by the project, the building permit applicant shall pay the traffic impact mitigation fees in effect at the time the building permit application is deemed complete.
43. **Signing and Striping:** The project improvement plans shall include all necessary signing and striping as required by the Transportation Division. Signing and striping shall conform to the latest version of the California Manual on Uniform Traffic Control Devices (MUTCD).
44. **Curb Returns:** All curb returns shall include pedestrian ramps with truncated domes conforming to Caltrans Standard Plan A88A, including a 4 foot sidewalk/landing at the back of the ramp. Alternate plans satisfying the requirements current accessibility standards may be used, subject to review and approval by County.
45. **Secondary Access:** A secondary access road, providing permanent or temporary looped circulation for each phase of development, shall be constructed prior to the first building permit being issued for any residential structure except where the issuance of building permits is for model homes, which shall be unoccupied.
46. **Entrance Gates:** Pursuant to Article 2, Section 1273.11 of the SRA Fire Safe Regulations, all gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on that road. Gate entrances shall be at least two feet wider than the width of the traffic lane(s) serving that gate. All Gates shall be designed and constructed with turnarounds acceptable to the County and Fire Department.
47. **Road Turnarounds:** The applicant shall provide a turnaround to the provisions of County Design Standard 114 as modified by any Design Waivers approved with the project, or as otherwise required by local fire district.
48. **Maintenance Entity:** The proposed project must form an entity for the maintenance of the private roads. If there is an existing entity, the property owner shall modify the document if the current document does not sufficiently address maintenance of the roads of the current project. Transportation Division shall review the document forming the entity to ensure the provisions are adequate prior to filing of the parcel map.
49. **Common Fence/Wall Maintenance:** The responsibility for, and access rights for, maintenance of any fences and walls constructed on property lines shall be included in the Covenants Codes and Restrictions (CC&Rs).

50. **Consistency with County Codes and Standards:** The developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual (as may be modified by these Conditions of Approval or by approved Design Waivers) from the Transportation Division and pay all applicable fees prior to filing of the final map.

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

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

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

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

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

53. **Import/Export Grading Permit:** Any import, or export to be deposited or borrowed within El Dorado County, shall require an additional grading permit for that offsite grading.

54. **Grading Plan Review:** Grading and improvement plans shall be prepared and submitted to the El Dorado County Resource Conservation District (RCD) and the County Transportation Division. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the Transportation Division shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. Grading plans shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance and El Dorado County Storm Water Management Plan. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation, and the potential discharge of pollutants into drainages.

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

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

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

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

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

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

59. **Drainage (Cross-Lot):** Cross lot drainage shall be avoided. When concentrated cross lot drainage does occur or when the natural sheet flow drainage is increased by the project, it shall be contained within dedicated drainage easements, and included in the County Service Area Zone of Benefit (ZOB), Home Owners Association, or other entity acceptable to the County. Any variations shall be approved by the County Engineer. This drainage shall be conveyed via closed conduit or v-ditch, to either a natural drainage course of adequate size or an appropriately sized storm drain system within the public roadway. The site plans shall show drainage easements for all on-site drainage facilities. Drainage easements shall be provided where deemed necessary prior to the filing of the final map.
60. **NPDES Construction Permit:** The project proposes to disturb more than 1 acre of land and therefore, is required to obtain coverage under the California State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ (CGP), including any and all amendments or revised orders issued by the SWRCB.

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

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

El Dorado Hills Fire Department

62. The potable water system with the purpose of fire protection for this residential development shall provide a minimum fire flow of 1,000 gallons per minute with a minimum residual pressure of 20 psi for a two-hour duration. This requirement is based on a single family dwelling 6,200 square feet or less in size. All homes shall be fire sprinklered in accordance with NFPA 13D and Fire Department requirements. This fire flow rate shall be in excess of the maximum daily consumption rate for this development. A set of engineering calculations reflecting the fire flow capabilities of this system shall be supplied to the Fire Department for review and approval.
63. This development shall install Mueller Dry Barrel fire hydrants or any hydrant approved by the El Dorado Irrigation District for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 500 feet. The exact location of each hydrant shall be determined by the Fire Department.
 - a. The current hydrant spacing shown on the Tentative Map is not adequate and more hydrants need to be added to meet the 500 foot spacing requirement.

64. In order to enhance nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with a blue reflective marker as specified by the Fire Department and State Fire Safe Regulations.
65. In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to combustibles being brought onto the site as specified by the Fire Department, Standard B-003.
66. This development shall be conditioned to develop and implement a Wildland Fire Safe Plan that is approved by the Fire Department.
67. Lots that back up to wildland open space shall be required to use non-combustible type fencing.
68. Pedestrian access (Knox Padlock if gated) is required at the end of the following streets to allow for emergency personnel to access Carson Creek:
 - a. B Street
 - b. C Street
 - c. K Street
 - d. L Street
69. This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway.
70. Any gate shall meet the El Dorado Hills Fire Department Gate Standard B-002.
71. Parking will be allowed as follows:
 - a. On one side of the street only for roads indicated on the Tentative Map as A-A. The curbs adjacent to the sidewalk will be painted red or signed every 25 feet "no parking fire lane." This shall be white letters on a red background.
 - b. No parking is allowed on either side of the street for roads indicated on the Tentative Map as B-B. All curbs will be painted red or signed every 25 feet "no parking fire lane." This shall be white letters on a red background.
 - c. No parking is allowed in either gated entry area.
72. This project may be phased so long as dead end roads do not exceed 800 feet or 24 parcels; whichever comes first.
 - a. An EVA shall be added to L Street due to dead end road limitations on the south end of the development.

County Surveyor

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

Air Quality Management District

75. Wood-burning devices: The installation of open hearth wood-burning fireplaces or woodstoves shall be prohibited in favor of more energy-efficient and less polluting heating devices using leaner burning fuels such as natural gas, propane or electricity. If fireplaces are desired, AQMD recommends using "natural-gas or propane only" fireplaces with flues/chimneys designed to only accommodate natural gas /propane burning.
76. Electric Vehicle Charging: All private garages or parking stalls reserved for residents shall be pre-wired for a Level 1 (120V AC) electrical outlet near the vehicle for charging of plug-in electric vehicles (PEV). These outlets shall be on their own separate circuit to facilitate the future installation of Level 2 PEV charging infrastructure.
77. Solar / Photovoltaic Equipment: All new residential homes shall incorporate solar photovoltaic equipment, or at a minimum, be pre-wired for the installation of roof-mounted solar photovoltaic systems in order to reduce the impact on the electrical grid and reduce emissions from electricity generation and other forms of energy consumption.
78. Exterior Electrical Outlets: Electrical outlets shall be provided along the front and rear exterior walls of residential homes to allow for the use of electric landscape maintenance tools
79. Fugitive Dust: The project construction will involve grading and excavation operations, which will result in a temporary negative impact on air quality with regard to the release of particulate matter (PM10) in the form of dust. The project shall adhere to the regulations and mitigation measures for fugitive dust emissions during the construction process. In addition, a Fugitive Dust Mitigation Plan (DMP) Application with appropriate fees shall be submitted to and approved by the AQMD prior to start of project construction (Rules 223 and 223.1).
80. Paving: Project construction will involve road development and shall adhere to AQMD Cutback and Emulsified Asphalt Paving Materials (Rule 224).
81. Painting/Coating: The project construction may involve the application of architectural coating, which shall adhere to AQMD Rule 215 Architectural Coatings.

82. Open Burning: Burning of wastes that result from "Land Development Clearing" must be permitted through the AQMD. Only vegetative waste materials may be disposed of using an open outdoor fire (Rule 300 Open Burning).
83. Construction Emissions: During construction, all self-propelled diesel-fueled engines greater than 25 horsepower shall be in compliance with the California Air Resources Board (CARB) Regulation for In-Use Off-Road Diesel Fueled Fleets (§ 2449 et al, title 13, article 4.8, chapter 9, California Code of Regulations (CCR)). The full text of the regulation can be found at CARB's website here: <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>. An applicability flow chart can be found here: http://www.arb.ca.gov/msprog/ordiesel/faq/applicability_flow_chart.pdf. Questions on applicability should be directed to ARB at 1-866-634-3735. ARB is responsible for enforcement of this regulation.
84. Portable Equipment: All portable combustion engine equipment with a rating of 50 horsepower or greater shall be under permit from the CARB. A copy of the current portable equipment permit shall be with said equipment. The applicant shall provide a complete list of heavy-duty diesel-fueled equipment to be used on this project, which includes the make, model, year of equipment, daily hours of operations of each piece of equipment.