

CUP22-0012/Heritage at Carson Creek Clubhouse

Exhibit A: Site Location APN

APN:117-820-059 formally 117-680-007



**COUNTY OF EL DORADO
PLANNING AND BUILDING DEPARTMENT
PLANNING COMMISSION
STAFF REPORT**



Agenda of: June 10, 2021

Staff: Gina Hamilton

**SPECIFIC PLAN AMENDMENT/TENTATIVE SUBDIVISION
MAP/DEVELOPMENT AGREEMENT**

FILE NUMBERS: SP-R20-0001/TM20-0001/DA20-0001/Heritage at Carson Creek

APPLICANT/AGENT: Lennar Homes of California/Larry Gualco

REQUEST: The project consists of the following entitlements:

1. Amendment to the Carson Creek Specific Plan (CCSP) consisting of the following modifications (Appendix A1 of Exhibit W [Addendum to the Carson Creek Specific Plan EIR]):
 - A. Amend land use categories by changing Industrial (I) and Research and Development (RD) within the Tentative Subdivision Map area to 86.4± acres Residential, 1.7± acres of future Local Convenience Commercial, a 0.9-acre increase of the Open Space (OS) land use category, and a 0.56-acre parcel that supports the western terminus of Investment Boulevard.;
 - B. Add Village 11 as a Residential Village;
 - C. Increase the CCSP residential unit cap from 1,700 to 1,925 units and stipulate that none of the additional units may be developed outside of the project site;
 - D. Adopt development standards for the Single Family (4,500 sq. ft. min.) zoning, which would be applied to all of the proposed Village 11 area. A summary of the primary development standards proposed for this village is presented in the Project Description section below and additional details are provided in the proposed Carson Creek Specific Plan Amendment (SPA) text in Appendix A1 of Exhibit W;

- E. Create a new future Local Convenience Commercial (LC) – Investment Boulevard CCSP zone district and adopt development standards for this zone. These development standards would be similar to the existing LC development standards in the CCSP. A summary of the development standards proposed for this commercial area is presented in the Project Description section below and additional details are provided in the proposed Carson Creek SPA text in Appendix A1 of Exhibit W;
- F. Remove all references to a golf course, particularly Section 4.16 Golf Course Standards;
- G. Edit text and Figures throughout the CCSP to reflect the increased maximum unit cap and changes in the maximum amount of square footage for non-residential land uses, update tables, document changes in public and utility service infrastructure, and identify road section standards for Village 11;
- H. Supplement CCSP Figure 4, Land Use Plan, with Figure 4a, Amended Land Use Plan, which removes I and RD referenced in the lower portion of the Figure 4 Land Use Plan, replaces with Village 11 and includes a private clubhouse site, Local Commercial and OS;
- I. Supplement CCSP Figure 5, Circulation Plan, in the CCSP, with Figure 5a, Amended Circulation Plan, which removes I and RD referenced for the project site, replaces with Village 11 and includes a private clubhouse site, Local Commercial and OS, and identifies offsite roadway connection to Latrobe Road. The Industrial Collector shown in Figure 5, will now be Residential Collector and Residential Street for the new Village 11;
- J. Modify CCSP Figure 6 to include right-of-way (ROW) exhibits for Residential Collector and Residential Street for Village 11, and
- K. Supplement CCSP Figure 7 Pedestrian Trail System, with Figure 7a, Amended Pedestrian Trail System which removes I and RD referenced in the lower portion of the Figure 7 Pedestrian Trail System, replaces with Village 11 and includes a private clubhouse site, Local Commercial and OS and Revise Schematic Pedestrian Trail Layout Alignment.

2. Approval of Tentative Subdivision Map of proposed Residential Village 11 dividing a 132.1-acre site into:

- 86.4 acres of Residential to include 410 buildable lots and 29 lots for landscaping and/or water quality Best Management Practices;
- 1.7-acre future Local Convenience Commercial site;
- 13.5 acres of Open Space; and
- 30.0-acre Park site.

Of the 410 buildable lots, 409 would support for-sale, market rate age-restricted units (ARUs), to be constructed in three (3) phases, and one would support a future private clubhouse. The proposed lots are shown in Exhibit N and the proposed development phasing is shown in Exhibit O. The residential lot sizes would range in size from 4,595 square feet to 13,522 square feet.

3. Approval of the Development Agreement (DA) between the County of El Dorado, Carson Creek El Dorado, LLC, and Lennar Homes of California, Inc., for the development known as Heritage Carson Creek Village 11.

LOCATION: The project site is located within the CCSP, south of U.S. Highway 50 and west of Latrobe Road, in the unincorporated community of El Dorado Hills. The project site is in the southernmost vacant portion of the CCSP area, located near the western border of El Dorado County (Exhibits A, B, and C).

APN's: 117-680-003, 117-680-004, 117-680-007, 117-680-008, 117-680-016, 117-570-013, 117-570-017, and 117-570-018 (Exhibit D)

ACREAGE: 132.1 acres

GENERAL PLAN: Adopted Plan (AP)-Carson Creek Specific Plan (Exhibit E)

ZONING: Carson Creek-Specific Plan (CC-SP) (Exhibit F)

ENVIRONMENTAL DOCUMENT: Addendum to the Carson Creek Specific Plan Environmental Impact Report (EIR) in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164(a).

RECOMMENDATION: Staff recommends that the Planning Commission review the staff report, receive public comment, and direct staff on recommendations

to the Board of Supervisors regarding the CCSP SPA, the Heritage at Carson Creek Tentative Map, and the proposed Development Agreement (DA).

POTENTIAL ACTIONS: The project includes the following requests to be considered by the Planning Commission for recommendation to the Board of Supervisors:

1. Adopt the Addendum to the CCSP EIR;
2. Approve an amendment to the CCSP (SP-R20-0001) based on the Findings and subject to the Conditions of Approval as presented;
3. Approve Tentative Subdivision Map (TM20-0001) based on the Findings and subject to the Conditions of Approval as presented; and
4. Adopt the ordinance approving the Development Agreement (DA20-0001) between the County of El Dorado, Carson Creek El Dorado, LLC, and Lennar Homes of California, Inc., for the development known as Heritage Carson Creek Village 11.

EXECUTIVE SUMMARY

The proposed Carson Creek SPA project proposes to amend the CCSP to provide for development of an age-restricted residential community within an approximately 132.1-acre area that is currently designated primarily for industrial and research and development land uses. The project also proposes the Heritage at Carson Creek Tentative Subdivision Map, which would establish 443 lots to support development of 409 age-restricted residential units (ARUs), one private clubhouse lot, 29 lots for landscaping and/or water quality BMPs, two open space lots, one lot for future development of commercial uses, and one lot for future development of a regional park.

OTHER PROJECT CONSIDERATIONS

Pre-Application Policy J-6 Hearing

On November 19, 2019, the El Dorado County Board of Supervisors (BOS) conducted a General Plan Amendment Initiation Hearing and Conceptual Review for the Carson Creek SPA pre-application (PA17-0004) as required by BOS Policy J-6. Policy J-6 (Exhibit G) requires an Initiation Hearing as a first point of consideration prior to a formal development application that would include a Specific Plan Amendment that increases allowable residential densities by 50 units or more. The purpose of Initiation Hearings is for the BOS to make a determination of compliance with the criteria under Policy J-6 only. No entitlements or approvals result from Conceptual Review.

As presented in the Carson Creek SPA pre-application, the proposed Specific Plan Amendment of the CCSP included changing the land use designations of a 138-acre property from Research and Development (RD) and Industrial (I) to Residential and Commercial designations which would facilitate a development that would include a mixture of commercial use, a community center, open space, and a continuation of an existing age-restricted residential development of up to 415 residential units.

The BOS unanimously voted to confirm that the pre-application conceptual review of the Carson Creek SPA was found to be consistent with the BOS Policy J-6.

- The current proposed project is largely the same as the project presented in the pre-application materials. Key differences between the proposed project and the pre-application description include:
 - The proposed project would result in 409 age-restricted residential units, which is six (6) fewer residential units than was proposed in the pre-application (which proposed 415 units).
 - The proposed project would also allow for the construction of up to 37,026 square feet of commercial land uses as compared to the approximately 18,500 square feet of commercial presented in the pre-application materials.
 - The proposed project includes an offsite emergency evacuation route (as required by the California Fire Code) and, potentially, a permanent offsite roadway (as required by the El Dorado County Department of Transportation [DOT] to mitigate offsite traffic impacts).

Fiscal/Economic Analysis

General Plan Economic Development Element Policies 10.2.1.4, 10.2.1.5, 10.2.2.2, 10.2.5.1 and 10.2.5.2 require discretionary projects be analyzed for any significant negative fiscal or economic effects to the County. Together, these policies establish thresholds of economic or fiscal significance and also provide appropriate methodology, as applicable, for determining the specific economic or fiscal impacts of a project. Further, these policies also prescribe specific remedies to ensure identified negative fiscal or economic impacts, if any, are fully mitigated.

On April 28, 2021, Development Planning & Financing Group, Inc. (DPFG) completed a Draft Public Facilities Financing Plan (PFFP) (Exhibit H) and a Draft Fiscal Impact Analysis (FIA) (Exhibit I) for the project to address the requirements of Policies 10.2.1.4 and 10.2.1.5. As discussed in these policies, the Draft PFFP and Draft FIA were completed to ensure the project will pay “its fair share of the costs of all civic and public and community facilities it utilizes based upon the demand for these facilities which can be attributed to new development” (Policy 10.2.1.4) and that “cost burdens of any civic, public, and community facilities, infrastructure, ongoing services, including ongoing operations and maintenance necessitated by a development proposal...are adequately financed to assure no net cost burden to existing residents may be required...” (Policy 10.2.1.5). The Draft FIA estimates that the project will generate a deficit to the County General Fund of approximately \$117,139, which translates to \$286.40 per unit. This deficit will be addressed through the Development Agreement with a special tax. With a special tax to address the deficit, the Draft PFFP and Draft FIA found that, as proposed and conditioned, the project would be consistent with these policies. The Draft PFFP and Draft FIA confirmed that, with a special tax, the project would pay its fair share toward the cost of public facilities and services and not create a new cost burden for existing residents in the project vicinity.

On May 10, 2021, DPFG provided a supplemental memo with a qualitative assessment of the project’s consistency with remaining Policies 10.2.2.2 (pay-as-you-go financing), 10.2.5.1

(avoidance of County General Fund revenues to fund the incremental cost of new municipal services) and 10.2.5.2 (determination of a project's fiscal and economic effects) (Exhibit J). In this memo, DPFPG found the project consistent with these additional policies and found that, with the special tax, the project would provide a positive fiscal and economic benefit to the County. The memo also provided detailed findings as to why further technical fiscal and economic analyses would not be recommended for this project.

Settlement Agreement

The CCSP, initially adopted by the County in 1996, originally contemplated development of 2,701 dwelling units, 13.8 acres of commercial uses, 48.4 acres of research and development uses, up to two schools, 31.2 acres of parks, and 142.8 acres of open space. In response to a legal challenge brought forth by a local community group, the County decertified the 1996 EIR and rescinded adoption of the CCSP on January 14, 1997. The County subsequently published an Addendum to the EIR to further evaluate water supply for the CCSP. In March 1997, the County adopted a modified CCSP, which reduced the proposed number of dwelling units from the 2,701 evaluated in the 1996 EIR to the 2,434 referenced in the 1997 EIR Addendum. No other changes to the CCSP land uses were made at that time. In March 1997, the County also recertified the EIR (which included the 1996 EIR and the 1997 Addendum). A second lawsuit was filed in response to recertification of the EIR and adoption of the modified CCSP. In 1999, the County entered into a Settlement Agreement with the petitioners that stipulated the following modifications to the CCSP:

- Establish a residential development cap of 1,700 dwelling units, with all but 18 of the units required to be ARUs;
- Require riparian corridors along major streams;
- Set aside 190 acres primarily in the southwest portion of the CCSP area as open space;
- Increase the planned park acreage to include one 30-acre regional park, three 1-acre parks, and one 3-acre park;
- Omit the two school sites in light of the requirement that almost all dwelling units would be ARUs; and
- Limit street widths to:
 - a. 24 feet in the case of two-way streets, minor collectors with less than 350 average daily trips (ADT), and major collectors with less than 350 ADT and without homes fronting the street,
 - b. 26 feet in the case of minor collectors with more than 350 ADT and major collectors with more than 350 ADT and without homes fronting the street, and
 - c. 30 feet in the case of major collectors with homes fronting the street.

The County took action in September 1999 to adopt a modified CCSP reflecting these changes.

Relative to the amendments to the CCSP based on the 1999 Settlement Agreement, the proposed project would:

- Result in an increase of the residential development cap by 226 dwelling units and would establish a modified residential development cap in the CCSP of 1,925 dwelling units, and
- Increase the amount of open space in the southwest portion of the Specific Plan area by 0.90 acre (located on the project site).

The settlement agreement does not preclude the County from processing and taking action on the application.

BACKGROUND:

Carson Creek Specific Plan

As discussed in the Project Approval History above, the CCSP was adopted in 1999. Since that time, several other changes have been made to the CCSP and EIR. In 2015, the County approved an Administrative Modification to the development standards for the Single Family 6,000 square feet minimum zone district in CCSP Section 4.4. On July 19, 2016, the County approved an amendment to the CCSP that modified the development standards for the Local Convenience Commercial (LC) and Community Center (CC) zone district in Section 4.8 to allow for community care facilities and to increase the maximum floor-to-area ratio, and adopted an Addendum to the EIR to support the amendment. On July 28, 2016, the County adopted a second Addendum to the EIR that evaluated development of the Westmont Living Assisted Living-Memory Care Facility, which was proposed to include 134 units in a 120,213-square foot, two-story structure on an approximately four-acre site on Golden Foothill Parkway in CCSP Village 9. This facility has not been constructed and the Special Use Permit for the project has expired. In its current form, the CCSP anticipates development as stipulated in Table 1.

Table 1. Current Carson Creek Specific Plan Land Use Calculations

Land Use	Acreage	Units
Residential		
<i>Villages 1- 10</i>	368.6	1,700
Employment		
<i>Local Commercial (LC)</i>	4.6	
<i>Community Center (CC)</i>	3.0	
<i>Industrial</i>	59.7	
<i>Research and Development</i>	34.4	
Public		
<i>Parks</i>	37	
<i>Open Space</i>	198.8	
<i>Quasi-Public</i>	6.6	
TOTAL	712.7	1,700
<i>Source: Table 1: Land Use Calculations, Carson Creek Specific Plan, adopted 1996; amended 1999.</i>		

In addition to the approved residential uses, the CCSP allows for up to 40,000 square feet of commercial uses up to 449,605 square feet of research and development uses, up to 780,279 square

feet of industrial uses, 37 acres of open space, and 198 acres of enhanced open space to be served by a network of public/private roads.

To date, the County has approved Tentative Subdivision Maps to allow for the development of 1,515 ARUs within the existing CCSP Residential Villages (Village 1 – 10). Phase I of the CCSP, designated as Euer Ranch (known as Four Seasons), was approved simultaneously with the adoption of the CCSP under Tentative Map Application TM96-1317. This northern portion of the CCSP area includes commercially and residentially designated areas. Development of the residential portion of the Euer Ranch-Four Season subdivision, which consists of a total of 461 lots within eight villages (Villages 1-6A, 7, and 9), is complete. Phase II of the CCSP encompasses the remaining southern portion of the plan area, including the project site. Designated as Carson Creek, Phase II was anticipated to include approximately 1,239 residential units along industrial, Research and Industrial, and open space uses. The residential area created under the Carson Creek Units 1, 2, and 3 entitlements is known as Heritage at El Dorado Hills. Development is complete in the Carson Creek Units 1 and 3 areas while construction is ongoing in Carson Creek Unit 2. (Exhibit K)

Current Setting

The project site is currently undeveloped and lies approximately 0.25 miles east of the point where Carson Creek passes under the Placerville Branch of the Southern Pacific Railroad. Onsite elevations range from 448 to 498 feet above sea level and slopes range from 0 to 30 percent. The project site is composed of relatively flat land interspersed with rolling hills vegetated with native grassland and including some areas of rock outcroppings. The project site encompasses two tributary channels to Carson Creek and is adjacent to a third tributary to the east. The site is designated by the Federal Emergency Management Agency (FEMA) as within flood hazard Zone X, indicating an area of minimal flood hazard. Table 2 provides the land use information specific to the site.

Table 2. Current Land Use Information for the Project Site

General Plan Designation	Adopted Plan (Carson Creek Specific Plan)
Zoning	Carson Creek Specific Plan Zone Districts: Industrial (CC-IND) and Park (CC-PK)
Existing Use(s)	Undeveloped
Size (in acres)	132.1
Rare Plant Mitigation Area	N/A
School District	Latrobe School District and El Dorado Union High School District
Fire District	El Dorado Hills Fire Department
Water/Sewer District	El Dorado Irrigation District (EID)
County Region	Community Region (El Dorado Hills)
Traffic Analysis Zone(s)	611
Supervisory District	District No.2
Flood Zone	X
FIRM Panel Numbers	06017C0950E
Legal Parcels	Yes
Census Tract	307.04

The project site is generally bound by Investment Boulevard to the north; Carson Creek Unit 2 to the northwest; the El Dorado Hills Business Park to the east of the northern portion of the site; vacant land designated for research and development and industrial development east of the southern portion of the site; open space parcels immediately west of most of the site (within the CCSP area); the Placerville Branch Southern Pacific Railroad (which is not in active use) west of the southern portion of the site; and the El Dorado Hills Storage facility, the El Dorado Disposal C&D Processing Facility (which processes construction debris) and the El Dorado Green/Wood Waste Processing Facility to the south. The storage and debris/green waste processing facilities occupy the former location of the Wetsel-Oviatt Sawmill. The open space parcel adjacent to the northerly and westerly project site boundaries encompasses an unnamed tributary to Carson Creek. Another unnamed tributary to Carson Creek crosses through the middle of the project site. The El Dorado/Sacramento county border is approximately one-half to one-third mile west of the southern portion of the site; the generally triangular property between the county border and the Southern Pacific Railroad is designated for agricultural use.

The County has received applications for a proposal of a new Specific Plan (“Creekside Village Specific Plan”) that would develop a mix of land uses on the property east of the central portion of the project site, including single-family residential development and an approximately 50-acre regional park. One of the potential alignments for a required Emergency Evacuation Route and the future public roadway connection to Latrobe Road would cross this adjacent property (Exhibit L). This property supports ephemeral and intermittent drainages that flow westward into the regional park site within the CCSP.

ANALYSIS

Staff has reviewed the proposed project for compliance with the County's regulations and requirements. A summary of the proposed project and issues for Planning Commission consideration are provided in the following sections.

Project Description

The project consists of the following requests:

Carson Creek Specific Plan Amendment

The project includes a request for an amendment to the CCSP to accomplish the following:

- 1) Amendment to the CCSP consisting of the following modifications:
 - A) Amend land use categories by changing I and RD within the Tentative Subdivision Map area to 86.4± acres Residential, 1.7± acres of future LC, a 0.9-acre increase of the OS land use category, and a 0.56-acre parcel that supports the western terminus of Investment Boulevard (Exhibit M);
 - B) Add Village 11 as a Residential Village;
 - C) Increase the CCSP residential unit cap from 1,700 to 1,925 units and stipulate that none of the additional units may be developed outside of the project site;
 - D) Adopt development standards for the Single Family (4,500 sq. ft. min.) zoning, which would be applied to all of the proposed Village 11 area. The list below highlights the primary development standards proposed for this village; additional details are provided in the proposed Carson Creek SPA text in Appendix A1 of Exhibit W:
 - Permitted land uses that are consistent with the permitted land uses in other CCSP Single Family zones.
 - Minimum Lot Area: 4,500 square feet
 - Maximum Lot Coverage: No maximum lot coverage
 - Minimum Lot Frontage: Forty-five (45) feet at front setback line or 675 square feet
 - Minimum Setbacks:
 - Front Yard: Fifteen (15) feet to Side Loaded Garage and/or Living/Porch Area
 - Front Yard: Eighteen (18) feet to garage roll up door
 - Side Yard: Five (5) feet
 - Side Yard: Corner Lots shall have a minimum Ten (10) feet street side.
 - Rear Yard: Ten (10) feet
 - Public Utility Easement (PUE) Setback: Corner Lots shall have a minimum ten (10) feet street side
 - Front Yard: Twelve and a half (12.5) feet
 - Maximum Height: Thirty (30) feet or 2 stories
 - Required Parking: Two (2) spaces off street spaces provided either in garage or on the driveway (tandem or side-by-side)
 - E) Create a new future Local Convenience Commercial (LC) – Investment Boulevard CCSP zone district and adopt development standards for this zone. These development standards would be similar to the existing LC development standards in the CCSP except that they would

- Increase allowable lot coverage from 40 percent to 50 percent, and
 - Requires a Conditional Use Permit for any development on the parcel designated as LC within the Carson Creek SPA project site.
- F) Remove all references to a golf course, particularly Section 4.16 Golf Course Standards;
- G) Edit text and Figures throughout the CCSP to reflect the increased maximum unit cap and changes in the maximum amount of square footage for non-residential land uses, update tables, document changes in public and utility service infrastructure, and identify road section standards for Village 11;
- H) Supplement CCSP Figure 4, Land Use Plan, with Figure 4a, Amended Land Use Plan, which removes I and RD referenced in the lower portion of the Figure 4 Land Use Plan, replaces with Village 11 and includes a private clubhouse site, LC and OS;
- I) Supplement Figure 5, Circulation Plan, in the CCSP, with Figure 5a, Amended Circulation Plan, which removes I and RD referenced for the project site, replaces with Village 11 and includes a private clubhouse site, LC and OS, and identifies offsite roadway connection to Latrobe Road. The Industrial collector shown in Figure 5, will now be Residential Collector and Residential Street for the new Village 11;
- J) Modify CCSP Figure 6 to include ROW exhibits for Residential Collector and Residential Street for Village 11; and
- K) Supplement CCSP Figure 7 Pedestrian Trail System, with Figure 7a, Amended Pedestrian Trail System which removes I and RD referenced in the lower portion of the Figure 7 Pedestrian Trail System, replaces with Village 11 and includes a private Clubhouse Site, Local Commercial and OS and Revise Schematic Pedestrian Trail Layout Alignment.
- 2) Approve Tentative Subdivision Map of proposed Residential Village 11 to divide a 132.1-acre site into
- 86.4 acres of Residential to include 410 buildable lots and 29 lots for landscaping and/or water quality BMPs;
 - 1.7-acre future LC site;
 - 13.5 acres of OS; and
 - 30.0-acre Park site
- 3) Adopt the ordinance approving the DA between the County of El Dorado, Carson Creek El Dorado, LLC, and Lennar Homes of California, Inc., for the development known as Heritage Carson Creek Village 11.

Of the 410 buildable lots, 409 would support for-sale, market rate ARUs, to be constructed in three (3) phases, and one would support a future private clubhouse. The proposed lots are shown in Exhibit N and the proposed development phasing is shown in Exhibit O. The residential lot sizes would range in size from 4,595 square feet to 13,522 square feet.

The proposed request is in accordance with Section 6.1 (Plan Administration) of the CCSP, which stipulates that the CCSP may be amended as necessary in the same manner it was adopted. The CCSP identifies design standards for residential and commercial land uses to ensure there is a cohesive design throughout the plan area. The proposed Carson Creek SPA project includes adoption of specific design standards for the proposed Residential Village 11 area. These standards

make minor modifications to requirements for lot sizes, frontages, and setbacks compared to the adopted Specific Plan development standards for single-family residential uses. The proposed Residential Village 11 development standards would omit the maximum lot coverage standard and retain the existing maximum building height of 30 feet. The proposed standards are reflective of the design standards for other residential development under the CCSP, thus development under the proposed project would be compatible with the surrounding development.

The Carson Creek SPA also includes the adoption of development standards for the future development of LC land uses on a 1.7-acre site located in the northern portion of the project site adjacent to Investment Boulevard. The proposed new set of development standards would allow commercial uses such as cafes, delis, general stores, and beauty and barber shops. The proposed development standards for this parcel are similar to the existing LC standards in the CCSP but would add a requirement that development on this site would require a Conditional Use Permit (CUP), and would increase the maximum lot coverage from 40 percent to 50 percent. As issuance of a CUP is a discretionary action, additional environmental review would be required at that time to determine whether the environmental effects of any proposed commercial land use would be consistent with the analysis in the CCSP EIR and the Addendum and Initial Study prepared for the proposed project, or would be required to complete additional environmental review.

The proposed changes to the Specific Plan text are included in Appendix A1 of Exhibit W.

Tentative Subdivision Map (Heritage at Carson Creek)

The proposed Heritage at Carson Creek Tentative Subdivision Map (Exhibit N) would subdivide the 132.1-acre project site as follows:

- 86.4 acres of Residential to include 410 buildable lots and 29 landscaped lots including 409 residential lots and one (1) 3.1-acre lot for a private clubhouse within proposed Residential Village 11;
- 1.7-acre LC site identified for future development;
- 13.5 acres of OS; and
- 30.0-acre Regional Park site identified for future development.

As shown on the Circulation Plan (Exhibit L), the project site would be organized with three phasing areas of residential development separated by open space corridors with bridges spanning each corridor. The residential portion of the project would be gated and roads within the gated portion of the site would be private roads maintained by the Homeowner's Association that would be established for the proposed project. Additional details regarding circulation are presented in the Circulation discussion below.

Of the 410 buildable lots created, 409 would support for-sale, market rate age-restricted single-family residential dwelling units to be constructed in three phases. As shown on the Phasing Plan (Exhibit O), Phase 1 would develop 215 units on 44.4 acres; Phase 2 would develop 98 units on 20.1 acres; and Phase 3 would develop 96 units on 18.7 acres. Many of the residential lots interior to the Carson Creek SPA site would be generally either 45 feet by 105 feet (4,725 square feet) or 55 feet by 105 feet (5,775 square feet). There are 184 lots that vary from these dimensions due to

their location in the site – some are interior lots that are deeper than the minimum, some are corner lots, and some are adjacent to open space parcels. The minimum residential lot size is proposed as 4,595 square feet (Lot 30 in the northern portion of the site between A Street and F Street) and the maximum residential lot size is proposed as 13,522 square feet (Lot 395, located in the southern portion of the site, adjacent to an offsite open space parcel). Building designs, materials, elevations, and renderings have not yet been prepared, but the homes are intended to be similar in style to the ARUs in the CCSP development areas to the north (Euer Ranch and Carson Creek Units 1, 2, and 3).

The proposed Tentative Subdivision map also includes 29 lots that would support landscaping and water quality infrastructure; these lots are designated on the proposed Tentative Subdivision Map with letters A through Z and AA, BB and CC. These lots would be maintained by the Homeowner's Association established for the project site. A 3.1-acre parcel near the center of the site would support a private clubhouse to serve the residents. The clubhouse would be designed at a future date but is anticipated to include amenities such as a pool, recreation center, and facilities for hosting social events.

As shown on the proposed Tentative Subdivision Map, the 3.1-acre parcel located near the middle of the project site would be designated for development of a private clubhouse. This parcel would be graded and revegetated concurrent with initial project construction, with the clubhouse and associated amenities to be constructed later in the buildout process. The clubhouse is anticipated to include amenities such as a pool, recreation center, and facilities for hosting social events.

The proposed 1.7-acre site designated for future LC would be located in the northernmost portion of the site, adjacent to Investment Boulevard. This designation would allow development of commercial uses such as cafes, delis, general stores, and beauty and barber shops. The proposed development standards for the future development of LC land uses on the project site include a maximum Floor Area Ratio (FAR) of 0.5. Based on the proposed FAR, this parcel could accommodate development of up to 37,026 square feet of building space. No plans for development of this site are proposed at this time. Future development of the site would be required to conform to proposed development standards and to obtain a CUP.

Approximately 12.6 acres of the project site are currently designated under the CCSP as OS. In accordance with the U.S. Army Corps of Engineers (USACE) permit that was previously issued for the project site based on the previously planned industrial and research and development land uses for the site, the proposed Carson Creek SPA includes increasing the open space area by 0.9 acres, for a total of 13.5 acres as reflected on the proposed Tentative Subdivision Map. No residential, commercial, or park land uses are proposed within these areas; however, drainage swales and outfalls would be placed within these areas.

As shown on the proposed Tentative Subdivision Map, there is an existing 30-acre area within the project site that carries the Park land use designation, as described in the CCSP. The park site is located in the southernmost portion of the project site and the CCSP area. The CCSP contemplates the park site being developed in the future as a public regional park. The proposed project would not alter the size, configuration, or anticipated use of this site.

The project would provide for a connection to and expansion of an existing trail system that borders and crosses through the existing developments of Euer Ranch and Carson Creek Units 1, 2, and 3. As shown on the Circulation Plan, the trail within the project site would begin at the southern corner of the existing Carson Creek Unit 2 near the existing sewer lift station and connect to the proposed Carson Creek SPA project site with a proposed pedestrian bridge crossing, then continue around the western border of the project site, and connect to an access point to the 30-acre regional park.

As indicated in Exhibits P and Q (Grading Plan, Northern Portion and Grading Plan, Southern Portion), construction of the proposed project, including offsite circulation infrastructure, is estimated to require approximately 195,100 cubic yards of grading cuts and 278,100 cubic yards of fill material. This would result in an import of approximately 83,000 cubic yards of net fill material. These estimates include grading necessary to construct the bridge crossings of the open space parcels to the north/northwest within the CCSP area and the offsite circulation infrastructure to the east/southeast.

Circulation

The proposed project would construct a gated community that would include a circulation system of twenty-eight, two-lane residential streets with a 4-foot-wide separated sidewalk on a single side of each street (Exhibit L). Roadways within the project site would be constructed and maintained as private streets. Vehicular access to the project site would be provided at three points. In the northern portion of the project site, onsite "A" Street would connect to Investment Boulevard, with a vehicle turnaround and entry monument placed at the terminus of Investment Boulevard, outside of the subdivision's gated entry. The road segment between the gate and the point of connection to Investment Boulevard would be a public roadway. In addition, Pismo Drive extends northerly from Investment Boulevard and then heads west into the Carson Creek Unit 2 development area. The proposed future LC area would be located adjacent to both Investment Boulevard and Pismo Drive, which would be located outside the gated entrance to the residential area.

Subject to the amendment of the CCSP Circulation Plan, the third access point would be provided via a new road that would extend from the eastern boundary of the southern portion of the Carson Creek SPA residential area through land that is currently proposed for residential and regional park development as the Creekside Village Specific Plan, connecting to Latrobe Road opposite the existing terminus of Royal Oaks Drive. The road would be approximately 4,325 feet long and would terminate at the existing intersection of Latrobe Road and Royal Oaks Drive.

Upon initial project construction, an Emergency Evacuation Route would provide two points of connection to public roadways. This route would be established prior to issuance of a building permit for the 30th dwelling unit within the project site. There are two potential options for this route, as shown on Exhibit L. One would use the same alignment anticipated for the full roadway connection to Latrobe Road; the second would extend an approximately 1,065-foot road from the southernmost point of the residential development south and east to intersect with Wetsel-Oviatt Road (a privately maintained roadway). This road would extend approximately 200 feet into the future regional park site but would either be abandoned at the time that the full public roadway connection to Latrobe Road is constructed or would be incorporated into the park design and widened as part of providing public access to the park. Under either option, the Emergency

Evacuation Route would be 20 feet wide. To ensure appropriate access to the Emergency Evacuation Route under either of these two options, the project applicant would be required to provide a reciprocal access agreement, signed by the adjoining property owners, guaranteeing access for emergency vehicles and civilian traffic in the case of an emergency.

The Carson Creek SPA would modify the CCSP to re-classify the Industrial Collector roadway (proposed "A" Street) as a Residential Collector and to classify the roadways within the project site as Residential Street (Attachment 1A in Exhibit W). In addition, Figure 6 in the CCSP would be modified to include ROW exhibits for Residential Collector and Residential Street for Village 11. The Village 11 Residential Collector would be a 64-foot ROW with a 26-foot wide road and 6-foot sidewalk on one side. Village 11 Residential Streets would include a 40-foot ROW with a 26-foot wide road and 4-foot sidewalk on one side.

Public Infrastructure

Potable water, sewage collection and conveyance, and wastewater treatment would be provided by the El Dorado Irrigation District (EID). The proposed project would include new water, sewer, and storm drain infrastructure onsite, designed in compliance with County and service provider specifications to serve the development, as shown in Exhibit R and Exhibit S. The proposed project would tie into existing EID water lines located in Investment Boulevard at the northern end of the project site. Per EID's Facility Improvement Letter (FIL), dated May 19, 2020 (Exhibit T), the proposed project would require 456 equivalent dwelling units (EDUs). The proposed project would connect to an existing eight-inch sewer main that has been extended from the existing lift station to the open space by the existing Carson Creek Unit 2 project. Once connected to the existing sewer main, the proposed sewer main would be co-located with a pedestrian bridge. Sewage from the project would be conveyed to the EID wastewater treatment plant through the existing sewer lift station.

Stormwater drainage within the project site would be routed through water quality treatment facilities and conveyed to storm drain lines installed within the project site, which would be connected to stormwater quality swales and /or bio-retention basins to filter stormwater from the project site before it enters into Carson Creek. Exhibit R and Exhibit S show these proposed onsite stormwater pipelines, drainage inlets, and stormwater quality swales and/or bio-retention basins. The water quality swales would discharge stormwater into the creek through outfall improvements proposed at several locations. The proposed project would also incorporate Low Impact Development (LID) practices, which could include, but would not be limited to: bio-retention basins, grassy swales, preservation of existing trees, planting of new trees, minimizing impervious area, landscape planting, and detached down spouts.

Other On-Site Improvements

The Heritage at Carson Creek subdivision would involve phased grading to establish individual pads in accordance with applicable standards in the El Dorado County Design and Improvement Manual and Grading Ordinance. The anticipated improvements would also consist of site preparation for underground utilities, trails, drainage improvements, alterations within riparian area, and road and ROW activities. In order to achieve a balanced site, the project would require the import of 90,300 cubic yards of net fill material.

Off-Site Improvements

“Off-site improvements” are those infrastructure improvements that would occur beyond the boundaries of the proposed Tentative Subdivision Map, and therefore also outside of the approximately 132.1-acre portion of the overall CCSP area that is proposed to support the Carson Creek Village 11 development. These include improvements within the overall CCSP area (extension of roadways, extension of pedestrian trail along the western boundary of the project site connecting to the pedestrian bridge, a pedestrian bridge, and a sewer line across the open space parcel within the CCSP area and adjacent to the area covered by this project’s proposed Tentative Subdivision Map) as well as improvements on parcels east of the CCSP area. As discussed in the Public Infrastructure section above and shown in Exhibits R and S, the proposed project would extend a sewage conveyance line across the open space parcel to the west to connect with an existing eight-inch sewer main that conveys sewage to the existing sewer lift station located off-site, in the southern point of the Carson Creek Unit 2 development area. The project would also construct two vehicle bridges to cross the offsite open space parcels that interlace the project site, as shown on Exhibit L, and construct a pedestrian bridge from the southern end of Carson Creek Unit 2 near the lift station and connect to the Carson Creek SPA project, crossing the open space and a tributary to Carson Creek. The specific locations of these infrastructure improvements would cross open space parcels that were recorded with parcel maps associated with prior development units within the CCSP and are outside the Carson Creek SPA site and the boundaries of the Tentative Subdivision Map for this currently proposed project but are within the CCSP area. Further, proposed roadway and sewer crossings were included in the previous development plans for Carson Creek Unit 2 and the aquatic resources permits issued by the USACE, Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW).

As discussed in the Circulation section above and shown in Exhibit L, the proposed project would require creation of an Emergency Evacuation Route in one of the two potential locations identified, and construction of a full public roadway connection to Latrobe Road prior to issuance of a building permit for the 333rd ARU within the project site. No utility infrastructure (such as water or sewer lines) is proposed to be installed within the right-of-way for the Emergency Evacuation Route or the full public roadway connection to Latrobe Road. The full public roadway connection is proposed as the northerly of the two Emergency Evacuation Route options, connecting to Latrobe Road opposite the existing terminus of Royal Oaks Drive. For each of the Emergency Evacuation Route options and the full public roadway, the road alignment has been preliminarily identified as shown on Exhibit L but is subject to minor modifications as detailed grading plans are developed. The Transportation Impact Study (TIS) prepared for the proposed Carson Creek SPA identified several improvements to offsite intersections that would be necessary to ensure acceptable traffic flow and circulation (Appendices B1 and B2 in Exhibit W). The project would either construct, or provide fair-share contributions for the following signal timing modifications or intersection improvements:

- El Dorado Hills Boulevard/Saratoga Way: prior to issuance of the first building permit for the Carson Creek SPA project site, the project applicant shall provide sufficient funding to allow the County to restripe the eastbound approach as one left turn lane, one shared left-through-right lane, and one right turn lane. Restripe the westbound approach as one shared

left-through lane, and one right turn lane. Set northbound left and southbound left turn split at 30 seconds, northbound and southbound through split at 50 seconds, east and west bound split phasing at 20 seconds for each approach;

- Latrobe Road/Golden Foothill Parkway South: prior to issuance of the first building permit for the Carson Creek SPA project site, the project applicant shall provide sufficient funding to allow the County to modify signal operations to optimize phase splits to reduce eastbound left-turn queue lengths;
- Latrobe Road/Royal Oaks Drive: If the adjacent development builds the road, the project applicant shall provide fair-share funding to provide for installation of a traffic signal prior to issuance of a building permit for the 333rd ARU. Alternatively, If the adjacent development fails to move forward, the project would have to construct the road and traffic signal prior to issuance of the 333rd ARU; and
- Golden Foothill Parkway/Robert J Mathews Parkway: prior to issuance of the first building permit for the Carson Creek SPA project site the project applicant shall construct a receiving lane on Golden Foothill Parkway for vehicles making a left turn from northbound Robert J Mathews Parkway.

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

4) Development Agreement

DAs are authorized by Government Code Sections 65864 through 65869.5 and County Zoning Ordinance 130.85. A DA is adopted by ordinance. The purpose of a DA “is to provide assurance to an applicant for a development project that upon approval of the project the applicant may proceed in accordance with existing policies, rules and regulations, and subject to conditions of approval, will strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic costs of development” (County Zoning Ordinance 130.85.005).

The DA has been prepared through negotiations between the applicant and County staff, County Counsel, and the Chief Administrators Office. The BOS has review authority of the DA, based on the review and recommendation by Planning Commission. The final terms are subject to BOS approval by ordinance.

Under the proposed DA the applicant would have the vested right to develop the project in accordance with the CCSP SPA approvals and with the County rules, regulations, policies, standards, specifications, and ordinances in effect on the date of the adoption of the DA. The applicant will not be obligated to comply with any future amendments to County rules, regulations, policies, standards, specifications, and ordinances.

Consistency Analysis

The following discussion details the project’s conformance with applicable governing policies and standards.

El Dorado County General Plan

Land Use Element

Land Use Element General Plan Policy 2.2.5.2 requires all discretionary projects to be reviewed for consistency with applicable General Plan Policies. Specifically, the project has been reviewed for consistency with the following applicable General Plan Policies, followed by a corresponding justification statement.

Land Use Element Policies 2.2.1.2 (General Plan Land Use Designations), 2.5.1.1 (Physical and Visual Separation of Communities), 2.5.1.2 (Community Separation), 2.8.1.1 (Light and Glare)

The El Dorado County General Plan designates the subject site as Adopted Plan (AP), a description in reference to areas where Specific Plans have been designated and adopted within and by the County. Specific plans and the respective land use maps were accepted and incorporated by reference and adopted as the General Plan Land Use map for such areas. Because the CCSP has been incorporated by reference under General Plan Land Use Element Policy 2.2.1.2 (General Plan Land Use Designation), the proposed amendment to the CCSP and Tentative Subdivision Map are considered to be consistent with the General Plan, subject to consistency with the applicable policies in the CCSP and EIR, as discussed below.

In regard to consistency with General Plan Policies 2.5.1.1 and 2.5.1.2, which require use of open space to create greenbelts and preserve natural drainage ways to protect the County's scenic qualities, the project would preserve the existing onsite tributaries to Carson Creek within open space parcels and would incorporate landscaped lots throughout the development. The open space areas identified on the proposed Tentative Subdivision Map are consistent with the open space areas identified in the CCSP, with the exception of a 0.9-acre increase in the northerly open space parcel, consistent with the USACE permit previously issued for the project site. In addition and to help minimize visibility of the development from Latrobe Road, the Specific Plan requires a 30-foot setback along the eastern site boundary. This setback is included in the proposed Heritage at Carson Creek Tentative Subdivision Map.

The proposed project is also consistent with General Plan Policy 2.8.1.1, which stipulates that development shall limit excess nighttime light and glare. The project would be required to submit detailed lighting plans with improvement plans to demonstrate compliance the County's light standards (County Code Section 130.34.020), which prohibits light spillover onto adjacent properties.

Transportation Element

Transportation Element Policies TC-Xa, Xc, TC-Xd, TC-Xe, and TC-Xf (Level of Service); TC-Xg (Required Improvements), TC-Xh (Traffic Impact Fees), TC-4e (Right-of-Ways for Bicycle/Pedestrian Trail), TC-5a and TC-5c

Based on the traffic study conducted for the project, the proposed Carson Creek SPA would generate fewer than half of the trips that would have been generated under the existing CCSP land use categories applied to the project site. The traffic study prepared for the project identifies several

improvements to offsite intersections that would be necessary to ensure that the project is consistent with County policies and standards relating to traffic congestion and intersection levels of service. Those improvements have been made Conditions of Approval for the project.

The project would be conditioned to pay the required Traffic Impact Fees (TIF), at the time of building permit submittal.

As designed, the project would include interconnecting trails serving its residents and accessible by the general public. The proposed pedestrian network within the project site would include sidewalks along all public streets and trails through the open space area. These sidewalks and trails incorporate the improvements identified in the CCSP and the El Dorado County Transportation Commission (EDCTC) El Dorado County Active Transportation Plan. Thus, the project would provide sufficient pedestrian facilities to ensure safety of project site residents, and would connect residents from Carson Creek Unit 2 to the 30-acre regional park in the southern portion of the project site. Investment Boulevard does not include sidewalks but onsite sidewalks would connect to the sidewalk system in the Carson Creek Unit 2 development that meet current design standards and provide access to common destinations in the vicinity.

Public Services and Utilities Element

Public Services and Utilities Element Policies 5.1.2.1 and 5.1.2.2 (Adequacy of Public Service and Utilities), 5.2.1.9 (Evidence of Water Supply), 5.2.1.11 (Connection to Public Water Facilities), 5.3.1.7 (Connection to Public Wastewater Treatment Facilities), 5.4.1.1 and 5.4.1.2 (Drainage Facilities)

The proposed project would include new water, sewer, and storm drain infrastructure onsite, designed in compliance with County and service provider specifications to serve the development. Potable water, sewage collection and conveyance, and wastewater treatment would be provided by EID. The proposed project would tie into existing water lines located in Investment Boulevard at the northern end of the project site. The proposed project would connect to an existing sewer lift station to the west of the project site and sewage from the project would be conveyed to the EID wastewater treatment plant. Stormwater drainage within the project site would be routed through water quality treatment facilities and conveyed to storm drain lines installed within the project site, which would be connected to the County's existing stormwater drainage system. The proposed project would involve installation of stormwater pipelines and numerous drainage inlets that lead to stormwater quality swales to filter stormwater from the project site before it enters Carson Creek. The water quality swales would discharge stormwater into the creek through outfall improvements proposed at several locations. The proposed project would also incorporate LID practices, which could include, but would not be limited to: preservation of existing trees, planting of new trees, minimizing impervious area, landscape planting, and detached down spouts.

Public Health, Safety, and Noise Element

Public Health, Safety, and Noise Element Policies 6.2.3.1 and 6.2.3.2 (Adequate Fire Protection), 6.3.2.5 (Geological Hazards), 6.5.1.1 (Noise Effects on Noise-Sensitive Land Uses), 6.5.1.8 (Transportation Noise Effects on Noise-Sensitive Land Uses, and 6.5.1.7 (Non-Transportation

Noise Effects), 6.5.1.13 (Noise Mitigation), 6.7.7.1 (Construction Emissions)

The California Fire Code requires a minimum of two access points to a project of this size. The proposed project would be accessed by Investment Boulevard and the Royal Oaks Drive extension. The project would construct an Emergency Evacuation Route in the short-term, which would be replaced by a full public roadway connection to Latrobe Road in the long-term. The Emergency Evacuation Route would meet the design standards of the Fire Department to ensure that any people within the project site are able to evacuate if necessary. The project also proposes to implement a Wildland Fire Safe Plan to minimize the risks that wildfire would cause adverse effects to people within or near the project site by identifying measures for providing and maintaining defensible space around future homes and open space.

In terms of potential geological hazards, the project would be required to implement mitigation measures requiring conformance with the Uniform Building Code and create design standards in accordance with the findings of site specific geotechnical analysis.

The project anticipates impacts from future projected transportation and existing non-transportation noise sources. Based on the acoustical study conducted for the project, these noise effects would be minimized to a less than significant level in conformance with the standards set forth in the General Plan policies. Implementation of noise attenuation measures, such as setbacks, sound barrier walls, or noise berms, as necessary would reduce traffic noise levels at proposed noise sensitive uses to conform to the applicable County standards.

To reduce construction emissions to the extent feasible, the CCSP EIR requires implementation of mitigation measures applicable to grading and construction activities. In addition to implementation of the mitigation identified in the CCSP EIR, project construction would also be required to comply with the local air district's rules and regulations.

Conservation and Open Space Element

Conservation and Open Space Element Policies 7.1.2.2 (Minimize Erosion) 7.3.3.1 (Wetland Delineation), 7.3.3.5 and 7.3.4.1 (Incorporation of Wetland and Drainage Features), 7.3.4.2 (Modification of Natural Stream Bed), 7.4.2.8 (Biological Resources Studies), 7.3.5.3 (Water Conservation), 7.5.1.3 (Cultural Resource Studies), and 7.6.1.1 (Open Space)

Prior to the issuance of grading permits, grading design plans would be required to incorporate the findings of detailed geologic and geotechnical investigations. These findings all include methods to control soil erosion and ground instability.

The project site encompasses two tributary channels to Carson Creek and is adjacent to a third tributary. Identified as Open Space, these features have been designated for preservation in the CCSP and incorporated into the project design. Portions of these features would be affected as part of overall site preparation and construction of trails meandering along the wetland features. Under existing permits issued by the USACE in 2017, the Open Space area on the project site was required to be increased by 0.9 acres. The southerly of the two open space areas within the project site

reflects the required expansion in open space. In total, the CCSP includes approximately 200 acres of passive Open Space that would encompass the wetland features.

Several biological resources studies have been prepared for the project site. To ensure impacts to biological resources remain less than significant, the project would implement mitigation measures identified in the site-specific assessments and included in the CCSP EIR and Carson Creek SPA EIR Addendum with the Carson Creek preserve meets the requirements of General Plan Policy 7.4.2.8. 2.

Cultural resource studies were prepared for the CCSP area and a supplemental report was prepared in 2020 for the proposed project site. As stipulated in the CCSP EIR, mitigation would be required to ensure that potential impacts to cultural resources remains less than significant. This mitigation requires adherence with specific protocols to be followed in the event of the accidental discovery of previously unknown resources. The project would be conditioned to comply with this requirement.

Parks and Recreation Element

Parks and Recreation Element Policies, 9.1.1.4 (Regional Parks and Recreation Facilities), 9.1.2.9 (Trail Connectivity), and 9.1.3.1 (Trails along Riparian Corridor)

As contemplated in the CCSP, the project retains the existing 30-acre regional park parcel. The proposed project would not alter the size, configuration, or anticipated use of the parcel. The proposed project would connect to and expand an existing trail system that borders and crosses through the existing developments of Euer Ranch and Carson Creek Units 1 2, and 3.

El Dorado County Zoning (Carson Creek Specific Plan)

Residential lots within the project site would be based on the new development standards for residential units in Village 11. Table 3 details the specific lots standards for the ARUs proposed for Village 11:

Table 3. Residential Village 11 Development Standards

Development Standards	Single-Family Residential Village 11
Minimum Lot Area	4,500 square feet
Maximum Lot Coverage	No maximum
Minimum Lot Frontage	Forty-five (45) feet at front setback line or 675 square feet
Minimum Setbacks	
Front Yard	Eighteen (18) feet to garage roll up door
Front Yard, Side Loaded Garage	Fifteen (15) feet
Front Yard, Living/Porch	Fifteen (15) feet
Side Yard, Interior	Five (5) feet
Side Yard, Corner Lot	Ten (10) feet, street side

Rear Yard	Ten (10) feet
Public Utility Easement (PUE) Setback	Corner Lots shall have a minimum ten (10) feet street side
Maximum Height	Thirty (30) feet or 2 stories
Parking	Two (2) spaces off street spaces provided either in garage or on the driveway (tandem or side-by-side)

El Dorado County Subdivision Ordinance

The project is subject to applicable provisions of the El Dorado County Subdivision Ordinance, including Section 120.12.010 (State Law Compliance) and 120.12.020 (General Plan and Specific Plan Compliance), subject to the specific findings under Section 120.12.030.

The proposed Tentative Subdivision Map would create a subdivision consisting of 409 residential lots, one private clubhouse lot, and 29 landscaped lots. The proposed lots would meet the applicable minimum development standards in accordance with the Carson Creek SPA. Development of the subdivision would be conducted in accordance with the applicable provisions of the CCSP, approved Conditions of Approval and Mitigation Monitoring Reporting Program (MMRP) (Exhibit U) from the CCSP EIR and EIR Addendum, and other applicable standards by El Dorado County and other affected agencies. Exhibit V contains the signed Mitigation Measures agreement between the County and the applicant.

As further discussed in the Findings section below, staff concludes that the required findings under Chapter 120.12.030 of the El Dorado County Subdivision Ordinance can be made to support the proposed subdivision.

Environmental Considerations

The following details specific environmental considerations relevant to the project. Exhibit W, EIR Addendum, contains the full environmental analysis prepared for the project.

Supporting Studies

Biological Resources

Several studies were prepared to identify and assess potential impacts to biological resources associated with implementation of the Carson Creek SPA. In 2016 and 2017, Foothill Associates prepared the following reports: Biological Resources Assessment, Aquatic Resource Delineation, California Red-legged Frog Survey, Rare Plant Survey, and Pre-Construction Survey Summary (Appendix D in Exhibit W). Each report prepared by Foothill Associates covers a 432-acre portion of the CCSP, which includes the Carson Creek Unit 2 area as well as the Carson Creek SPA project site. To assess potential impacts associated with construction of the offsite Emergency Evacuation Route in each of its potential alignments and public roadway connection to Latrobe Road, two additional biological memorandums were prepared by Helix Environmental Planning (Helix)

(Appendix D in Exhibit W).

In 2017, the Foothill reports were used to support applications for regulatory agency permits to allow impacts to wetlands and riparian vegetation within the project site. Permits were issued by the USACE, RWQCB, and CDFW. The permits were issued based on grading, utility, and development plans for development of the site under the existing CCSP land use category designations of industrial and research and development. The permits are still active, but if the Carson Creek SPA project is approved, the project applicant would be required to notify the permitting agencies of the project modifications to allow the agencies to review and either confirm or update the permit requirements. Separate permits would be required to authorize impacts to aquatic resources that would be impacted by construction of the offsite Emergency Evacuation Route and the full public roadway connection to Latrobe Road.

The studies prepared for the CCSP EIR concluded that implementation of the CCSP would result in several biological resources impacts, including loss of sensitive habitats, wetlands, and special-status plants, interference with wildlife movement, and long-term impacts to wildlife from the increased human presence and activity in the area. Conclusions and mitigation measures identified in the updated reports and EIR Addendum for the proposed Carson Creek SPA project are summarized below:

Special Status Plant Species: The CCSP EIR found that implementation of the CCSP could affect populations of the Bogg's Lake Hedge-Hyssop, which is listed by the State of California as endangered, and required implementation of Mitigation Measure 4.8-3 to reduce impacts to this species. While no rare plants were subsequently identified during rare plant surveys conducted in 2016 and 2017, Helix concluded that the potential exists for special status species to occur within adjacent parcels that would be crossed by each of the potential alignments for an Emergency Evacuation Route. It was also determined that in the time since the rare plant surveys were completed, it is possible that a new population of the rare plants with potential to occur could have become established within the Carson Creek SPA project site. As such, CCSP EIR Mitigation Measure 4.8-3 has been modified to require a pre-construction floristic survey to identify any populations of special-status plants within the area of disturbance. This mitigation measure, which is included as a Condition of Approval for the project, would reduce potential impacts to special status plant species would to a less-than-significant level, consistent with the findings of the CCSP EIR.

Special Status Wildlife Species: The CCSP EIR analyzed the impacts implementation of the CCSP would have on the loss of special status wildlife and loss of habitat. The EIR found that no state or federally listed wildlife were expected to occur within the plan area and concluded that implementation of the CCSP was not expected to adversely affect the populations of any special-status wildlife species. However, in the time since the CCSP EIR was prepared, additional wildlife species that have potential to occur onsite have been designated as special status species. The updated studies prepared for the Carson Creek SPA concluded that construction of the proposed Carson Creek SPA, including offsite circulation infrastructure, could result in significant impacts to tricolored blackbird, western pond turtle, western spadefoot toad, valley elderberry longhorn beetle, and burrowing owl. These impacts would be reduced to a less than significant level with implementation of CCSP EIR Mitigation Measure 4.8-3, as modified and discussed above, and

Initial Study Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4. Initial Study Mitigation Measure BIO-1 requires a pre-construction survey for active nests, Mitigation Measure BIO-2 requires pre-construction surveys for western pond turtle and western spadefoot toad, Mitigation Measure BIO-3 requires a pre-construction survey for valley elderberry shrubs, and Mitigation Measure BIO-4 requires a pre-construction survey for burrowing owl. These mitigation measures are included as Conditions of Approval for the project.

Riparian Habitat and Other Sensitive Natural Communities: As previously discussed, the authorization of construction of an Emergency Evacuation Route and the future public roadway would require additional aquatic resource permits. The EIR Addendum has modified CCSP EIR Mitigation Measure 4.8-2 to apply to the offsite roadways. Mitigation Measure 4.8-2, included as a Condition of Approval for the project, requires obtaining aquatic resource permits and providing compensation for loss of any aquatic habitat. Implementation of this measure would ensure that the impacts are reduced to a less-than-significant level, consistent with the findings of the CCSP EIR.

Wetlands: The CCSP EIR found that implementation of the CCSP would result in the loss of 9.14 acres of the existing 27.43 acres of wetlands. As previously discussed, impacts to these resources within the Carson Creek SPA site have already been permitted by the USACE, RWQCB, and CDFW based on the development previously planned for the site. If proposed modifications to the development plans would result in additional impacts to aquatic resources exceeding the area or extent authorized by current regulatory authorizations, the project applicant would be required to submit notification to each of the permitting agencies demonstrating disclosing whether these modifications would result in any changes to the location and extent of impacts to the regulated aquatic resources.

In addition to the previously identified loss of jurisdictional aquatic resources within the CCSP area, construction of the offsite circulation infrastructure could result in impacts to an additional 0.017 acre of ephemeral drainage, 0.073 acre of intermittent drainage, 0.031 acre of seep, 0.001 acre of vernal pool, and 0.070 acre of wetland swale. Mitigation Measure 4.8-2, as modified in the EIR Addendum, requires that new permits from USACE, RWQCB, and CDFW be obtained and compensatory mitigation be provided to authorize construction of an Emergency Evacuation Route and future public roadway, as applicable under current regulatory requirements. This would provide compensation for the additional loss of aquatic resources resulting from construction of offsite circulation infrastructure. Thus, compliance with the existing permits for construction activities within the CCSP area and obtaining new permits, as applicable, for construction of an Emergency Evacuation Route would to ensure the that impacts of resulting from development of the Carson Creek SPA project on federally- and state-protected jurisdictional aquatic resources would be less than significant, consistent with the findings of the CCSP EIR.

Wildlife Movement: The CCSP EIR found that implementation of the CCSP would adversely affect movement by terrestrial mammals inhabiting the site and the adjoining areas but would not substantially affect the seasonal migration or home range patterns of deer or any other wildlife species because the plan area is located outside of the deer herd migration corridors identified in the El Dorado County General Plan EIR. The CCSP EIR concluded that impacts on wildlife movement would be less-than-significant.

Cultural Resources

As described in the CCSP EIR, the 2006 Archeological Inventory Survey that covers Carson Creek Unit 2 and the Carson Creek SPA project site, and the 2020 Supplemental Report prepared by Dudek (Appendix E in Exhibit W), the project region is within the past territorial boundaries of the Washoe, Nisenan, and Northern Sierra Miwok tribes. These reports also document that the project region, including the CCSP area supported historic mining and ranching activity.

The 2006 Archeological Inventory Survey found that the project site contains four cultural resources, including one historic isolate and one prehistoric isolate. To evaluate potential indirect impacts associated with the construction of the Emergency Evacuation Route, offsite circulation infrastructure, and the future public roadway associated with the Carson Creek SPA, a study area with a width of 250 feet was identified. Four historic resources and one pre-historic resource were identified within 250 feet of the alignment of the northerly Emergency Evacuation Route option, which is also the alignment of the full connection to Latrobe Road. Based on a review of the records search results for the project site, there is one pre-historic isolate near the alignment of the southerly Emergency Evacuation Route option.

Historical Resources: Due to the similar nature of the general site conditions and history of both the project site and the property which the offsite roadway would cross, and the similar depth of grading needed to construct the planned improvements there is no greater potential to uncover unknown historic resources in the offsite road alignments compared to the project site. Thus, the project would not substantially increase the potential for encountering currently unknown historical resources. CCSP EIR Mitigation Measure 4.11-1 identifies required protocol to be followed in the event of the accidental discovery of a previously unknown historical or archeological resource. The EIR Addendum has modified Mitigation Measure 4.11-1 to reflect current CEQA and historic resource protection standards. With implementation of the revised Mitigation Measure 4.11-1, which is included as a Condition of Approval for the project, the impact of the proposed project would remain less than significant and consistent with the CCSP EIR.

Archaeological Resources: Consistent with the analysis in the CCSP EIR, there is a potential for previously unrecorded archeological resources to be encountered during project construction, which could result in a significant impact. While the proposed project would change the CCSP land use categories for the project site, the footprint of development would be the same as the development anticipated under the CCSP except for the offsite circulation infrastructure, thus the project would not substantially increase the potential for encountering currently unknown archeological resources. Revised Mitigation Measure 4.11-1 requires construction worker training to better identify cultural resources and identifies required protocol to be followed in the event of the accidental discovery of a previously unknown historical or archeological resource. This measure is included as a Condition of Approval for the project.

Acoustical Analysis

A Noise Study was prepared for the proposed project by Bollard Acoustical Consultants (BAC) in March 2020 and modeling of the project's contribution to traffic noise levels in the project vicinity in March 2021 (Appendix I in Exhibit W). The study evaluated the potential noise that would affect

the future residential subdivision in accordance with El Dorado County General Plan Policies. The study found that residents within the project site could be exposed to excessive noise levels associated with the Broadridge facility adjacent to the northern portion of the site. The study also recommended specific noise attenuation measures be installed at the Broadridge facility. Those measures were installed in August 2020 consistent with the Noise Study recommendations. While this has reduced the noise exposure at the project site, the noise levels still exceed the County's standards, thus further mitigation would be required to comply with the County's standards.

Specific measures that would reduce the anticipated noise impacts from stationary and transportation sources were originally addressed in Section 7.0 (Conditions of Approval and Mitigation Measures) of the Specific Plan and would be required of the proposed project, as well. CCSP EIR Mitigation Measure 4.7-4 in the EIR Addendum (Exhibit W) stipulates that the project would require the implementation of noise attenuation measures, such as setbacks, sound barrier walls, or noise berms and/or modifications to the noise source prior to filing a final map, as necessary to reduce stationary source noise levels at proposed noise sensitive uses to conform with the applicable County standards. This mitigation measure is included as a Condition of Approval for the project.

The CCSP EIR evaluated the noise levels along major roadway segments in the vicinity of the CCSP and the degree to which traffic generated by buildout of the CCSP would increase those noise levels. The proposed project would generate less traffic than would occur under the land use categories analyzed in the CCSP EIR because residential land uses, as compared to industrial land uses, result in fewer car trips per day. Thus, the noise volume due to traffic would also decrease compared to the traffic-generated noise that would occur if the project site were developed under the existing CCSP land use categories assigned to the site and the proposed project would have a lower impact related to traffic noise than was evaluated in the CCSP EIR. However, traffic volumes and associated noise exposure levels have increased on local roadways since the time that the CCSP EIR was prepared, thus a new analysis of traffic noise exposure was completed for the proposed project. Using the traffic data from the updated TIS, BAC concluded that the proposed project would not contribute a sufficient volume of traffic to any local roadway segment to cause a significant increase in noise levels for adjacent sensitive receptors. BAC further concluded that the requirements of CCSP EIR Mitigation Measure 4.7-2, which require preparation of an acoustical analysis and implementation noise attenuation measures, would not be applicable to the proposed Carson Creek SPA.

Traffic Analysis

The TIS prepared for the proposed Carson Creek SPA identified several improvements to offsite intersections that would be necessary to ensure acceptable traffic flow and circulation (Appendices B1 and B2 in Exhibit W). The project would either construct or provide fair-share contributions for the following signal timing modifications or intersection improvements:

- El Dorado Hills Boulevard/Saratoga Way: prior to issuance of the first building permit for the Carson Creek SPA project site, the project applicant shall provide sufficient funding to allow the County to restripe the eastbound approach as one left turn lane, one shared left-through-right lane, and one right turn lane. Restripe the westbound approach as one shared

left-through lane, and one right turn lane. Set northbound left and southbound left turn split at 30 seconds, northbound and southbound through split at 50 seconds, east and west bound split phasing at 20 seconds for each approach;

- Latrobe Road/Golden Foothill Parkway South: prior to issuance of the first building permit for the Carson Creek SPA project site, the project applicant shall provide sufficient funding to allow the County to modify signal operations to optimize phase splits to reduce eastbound left-turn queue lengths;
- Latrobe Road/Royal Oaks Drive: If the adjacent development builds the road, the project applicant shall provide fair-share funding to provide for installation of a traffic signal prior to issuance of a building permit for the 333rd ARU. Alternatively, if the adjacent development fails to move forward, the project would have to construct the road and traffic signal prior to issuance of the 333rd ARU; and
- Golden Foothill Parkway/Robert J Mathews Parkway: prior to issuance of the first building permit for the Carson Creek SPA project site the project applicant shall construct a receiving lane on Golden Foothill Parkway for vehicles making a left turn from northbound Robert J Mathews Parkway.

Those improvements are included as Conditions of Approval for the project.

Upon initial project construction, an Emergency Evacuation Route would be needed to provide two points of connection to public roadways. This route must be established prior to issuance of a building permit for the 30th ARU within the project site. There are two options for providing this route, as shown on the Circulation Plan (Exhibit L). One would use the same alignment anticipated for the full roadway connection to Latrobe Road; the second would extend an approximately 1,065-foot road from the southernmost point of the residential development south and east to intersect with Wetsel-Oviatt Road. This road would extend approximately 200 feet into the future regional park site but would either be abandoned at the time that the full public roadway connection to Latrobe Road is constructed or would be incorporated into the park design and widened as part of providing public access to the park. Under either option, the Emergency Evacuation Route would be 20 feet wide. To ensure appropriate access to the Emergency Evacuation Route under either of these two options, the Carson Creek SPA developer would be required to provide a reciprocal access agreement, signed by the adjoining property owners, guaranteeing access for emergency vehicles and civilian traffic in the case of emergency.

The California Fire Code requires a minimum of two access points to a project of this size. The proposed project would be accessed by Investment Boulevard and the Royal Oaks Drive extension. The provision of these access points to the project site would satisfy this requirement and ensure that adequate emergency access would be provided. As discussed in the TIS, the second road (Royal Oaks Drive) would be limited to only emergency access until the 333rd home was built.

Agency Comments

The project was distributed to various El Dorado County, local, and state agencies and departments for review and comment. In response, comments were received from EID, EDHCSD, El Dorado Hills Fire Department, Pacific Gas & Electric (PG&E), and the following El Dorado County departments: Air Quality Management District (AQMD), DOT, Environmental Management, and

the County's Stormwater Program. Comments have been incorporated as project conditions.

Conditions of Approval

The Conditions of Approval for the project include the approved original Conditions of Approval and Mitigation Measures under Section 7 of the CCSP. Additionally, the list contains the new conditions from AQMD, DOT, and El Dorado Hills Fire Department.

ENVIRONMENTAL REVIEW

The project is a residential project and a part of an adopted CCSP, subject to the certified EIR and mitigation measures in the EIR MMRP (State Clearinghouse SCH No. 94072021). An addendum to the EIR has been prepared to analyze the potential environmental impacts associated with the proposed change in land use categories for the 132.1-acre Carson Creek SPA project site, in accordance with CEQA Section 15164(a) (Exhibit W). It was determined that the project would not result in new significant environmental effects or a substantial increase in severity of impacts identified in the EIR. All applicable CCSP EIR mitigation measures shall be applied as conditions of approval for this project.

SUMMARY RECOMMENDATION

The proposed Heritage at Carson Creek Tentative Map has been designed in accordance with the proposed Carson Creek SPA. The subdivision would be served by the amenities anticipated in the CCSP, including sidewalks for connectivity, on-site pedestrian trails, and other recreational facilities that would serve its future residents. The subdivision would provide additional age-restricted housing opportunities in the El Dorado Hills area.

With its consistency with the CCSP, as proposed to be amended, the Heritage at Carson Creek Tentative Map is also consistent with applicable policies and goals of the General Plan, subject to the discussion in Findings section below. Specifically, the Tentative Map meets the policies of the General Plan including open space preservation, protection of wetlands, and providing additional types of housing opportunities.

SUPPORT INFORMATION

Findings

Conditions of Approval

Exhibit A	Vicinity Map
Exhibit B.....	Carson Creek Specific Plan
Exhibit C.....	Project Site
Exhibit D	Assessor’s Parcel Maps
Exhibit E.....	General Plan Designation
Exhibit F	Specific Plan Zoning Map
Exhibit G	Board of Supervisors Policy J-6 (revised October 6, 2020)
Exhibit H	Draft Public Facilities Financing Plan (DPFG. April 28, 2021)
Exhibit I	Draft Fiscal Impact Analysis (DPFG. April 28, 2021)
Exhibit J.....	General Plan Economic Element Consistency Memo (DPFG. May 10, 2021)
Exhibit K	Development Areas in the Carson Creek Specific Plan
Exhibit L	Circulation Plan
Exhibit M.....	Specific Plan and Specific Plan Amendment Land Use Categories
Exhibit N	Proposed Tentative Map
Exhibit O	Phasing Plan
Exhibit P.....	Grading Plan, Northern Portion
Exhibit Q	Grading Plan, Southern Part
Exhibit R.....	Utility Plan, Northern Part
Exhibit S.....	Utility Plan, Southern Part
Exhibit T.....	EID Facilities Improvement Letter (May 19, 2020)
Exhibit U	EIR Addendum Mitigation Monitoring and Reporting Program (MMRP)
Exhibit V	Signed Mitigation Measures Agreement
Exhibit W	Addendum to the Carson Creek Specific Plan EIR

FINDINGS

Specific Plan Amendment SP-R20-0001/Tentative Subdivision Map TM20-0001/Development Agreement DA20-0001/Heritage at Carson Creek Planning Commission/June 10, 2021

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

FINDINGS FOR APPROVAL

1.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDING

1.1 The project is a residential project and a part of an adopted Carson Creek Specific Plan (CCSP), subject to the certified Environmental Impact Report (EIR) and mitigation measures in the Mitigation Monitoring Reporting Program (State Clearinghouse SCH No. 94072021). An Addendum to the EIR has been prepared to analyze the potential environmental impacts associated with the proposed change in land use categories for the 132.1-acre Carson Creek Specific Plan Amendment (SPA) project site, in accordance with CEQA Section 15164(a) (Exhibit W). Based on the conclusions provided in the Initial Study for the Carson Creek SPA project (Exhibit W), the analysis demonstrates that an addendum to the previously certified CCSP EIR is the appropriate document under CEQA for the proposed Carson Creek SPA for the following reasons:

- a. The proposed changes to the project would not require major revisions of the CCSP EIR because implementation of mitigation measures would ensure that the project would not result in new significant environmental effects that could not have been identified at the time that EIR was prepared or a substantial increase in the severity of impacts identified in the CCSP EIR. The proposed revisions to the CCSP would not alter any of the conclusions of the certified EIR regarding the significance of environmental impacts. As discussed in the attached Initial Study, the proposed revisions would not alter the boundaries of the CCSP but would require construction of an emergency evacuation route and future public roadway through adjacent property. Construction and use of the emergency route and future roadway would not create new significant impacts that cannot be mitigated or impacts that would be substantially different than those that would result from development within the CCSP. The Initial Study also demonstrates that with implementation of mitigation measures the severity of project impacts and the project's contribution to cumulative impacts in the region would be generally consistent with the findings of the CCSP EIR.
- b. Although there are some changes in the circumstances under which the project is being undertaken (such as changes in the project vicinity due to ongoing development in the area, and requirements under CEQA to address new resource areas such as tribal cultural resources and wildfire), as discussed in the attached Initial Study these changes do not indicate that the project would result in new significant environmental effects or a substantial increase in severity of impacts identified in the CCSP EIR because

implementation of mitigation measures identified in the CCSP EIR and the attached Initial Study would ensure that impacts would be consistent with the conclusions of the CCSP EIR.

- c. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, that:
 - i. shows the project would have significant effects that were not identified in the EIR or that could not have been identified at the time that EIR was prepared - where the project has the potential to result in significant effects that were not previously identified, the attached Initial Study identifies the mitigation measures necessary to reduce those impacts, and information was available at the time the EIR was prepared that should have been considered and would have resulted in identification of significant or potentially significant impacts; or
 - ii. shows that previously identified significant impacts would be substantially more severe - the Initial Study demonstrates that the project would not substantially increase the severity of any previously identified impacts; or
 - iii. shows that there are mitigation measures previously found not to be feasible that would in fact be feasible - the CCSP EIR did not identify any infeasible mitigation measures; or
 - iv. shows that there are mitigation measures that are considerably different from those analyzed in the EIR and would substantially reduce the project's significant effects but the project proponent has declined to adopt those measures - the attached Initial Study identifies four new mitigation measures to reduce significant impacts that the project proponent has not declined to implement.
- 1.2 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Planning and Building Department - Planning Services Division at 2850 Fairlane Court, Placerville, CA, 95667.

2.0 ADMINISTRATIVE FINDINGS

2.1 El Dorado County General Plan

The El Dorado County General Plan designates the project site as Adopted Plan (AP), a description in reference to areas where specific plans have been designated and adopted within and by the County. The specific plans and the respective land use maps were accepted and incorporated by reference and were adopted as the General Plan Land Use map for such areas. Specifically, the project site is designated Adopted Plan (AP) - Carson Creek Specific Plan, which identifies the CCSP as the adopted land use plan for that area. The CCSP has been incorporated by reference under General Plan Land Use Element

Policy 2.2.1.2 (General Plan Land Use Designation), therefore, the proposed project, upon approval of the Carson Creek SPA, will be consistent with the General Plan and subject to the applicable policies in the CCSP and EIR. (*Land Use Element Policy 2.2.1.2, 2.2.5.3*)

The project is consistent with General Plan Policies 2.5.1.1 and 2.5.1.2, which require use of open space to create greenbelts and preserve natural drainage ways to protect the County's scenic qualities. Existing onsite tributaries to Carson Creek would be preserved within open space areas and landscaped lots would be incorporated throughout the development. The open space areas identified on the proposed Tentative Subdivision Map are consistent with the open space areas identified in the CCSP, with the exception of a 0.9-acre increase in the northerly open space parcel, consistent with the U.S. Army Corps of Engineers (USACE) permit previously issued for the project site. In addition and to help minimize visibility of the development from Latrobe Road, the CCSP requires a 30-foot setback along the eastern site boundary. This setback is included in the proposed Heritage at Carson Creek Tentative Subdivision Map. (*Land Use Element Policy 2.5.1.1, 2.5.1.2*)

The project is consistent with Land Use Element Policy 2.8.1.1, which stipulates that development shall limit excess nighttime light and glare. Development of the project site would require the submission of detailed lighting plans with improvement plans to demonstrate compliance the County's light standards (County Code Section 130.34.020), which prohibit light spillover onto adjacent property. (*Land Use Element Policy 2.8.1.1*)

Based on the traffic study conducted for the project, several improvements to offsite intersections would be necessary to ensure that the project is consistent with County policies and standards relating to traffic congestion and intersection levels of service. Those improvements have been made Conditions of Approval for the project. The project would be conditioned to pay the required Traffic Impact Mitigation (TIM) Fees, at the time of building permit submittal. (*Transportation Element Policies TC-Xa, TC-Xc, TC-Xd, TC-Xe, TC-Xf, TC-Xg, TC-Xh*)

As designed, the project would include interconnecting trails serving its residents and accessible by the general public. The proposed pedestrian network within the project site would include sidewalks along all public streets and trails through the open space area. These sidewalks and trails incorporate the improvements identified in the CCSP and the El Dorado County Active Transportation Plan. Thus, the project would provide sufficient pedestrian facilities to ensure safety of project site residents, and would connect residents from Carson Creek Unit 2 to the 30-acre regional park in the southern portion of the project site. Investment Boulevard does not include sidewalks but onsite sidewalks would connect to the sidewalk system in the Carson Creek Unit 2 development that meet current design standards and provide access to common destinations in the vicinity. (*Transportation Element Policies TC-4e, TC-5a, TC-5c*)

The proposed project would include new water, sewer, and storm drain infrastructure onsite, designed in compliance with County and service provider specifications to serve

the development. Potable water, sewage collection and conveyance, and wastewater treatment would be provided by El Dorado Irrigation District (EID). The proposed project would tie into existing water lines located in Investment Boulevard at the northern end of the project site. The proposed project would connect to an existing sewer lift station to the west of the project site and sewage from the project would be conveyed to the EID wastewater treatment plant. Stormwater drainage within the project site would be routed through water quality treatment facilities and conveyed to storm drain lines installed within the project site, which would be connected to the County's existing stormwater drainage system. The proposed project would involve installation of stormwater pipelines and numerous drainage inlets that lead to stormwater quality swales to filter stormwater from the project site before it enters Carson Creek. The water quality swales would discharge stormwater into the creek through outfall improvements proposed at several locations. The proposed project would also incorporate Low Impact Development practices, which could include, but would not be limited to: preservation of existing trees, planting of new trees, minimizing impervious area, landscape planting, and detached down spouts. (*Public Services and Utilities Element Policies 5.1.2.1, 5.1.2.2, 5.2.1.9, 5.2.1.11, 5.3.1.7, 5.4.1.1, 5.4.1.2*)

The California Fire Code requires a minimum of two access points to a project of this size. The proposed project would be accessed by Investment Boulevard and the Royal Oaks Drive extension. The project would construct an Emergency Evacuation Route in the short-term, which would be replaced by a full public roadway connection to Latrobe Road in the long-term. The Emergency Evacuation Route would meet the design standards of the Fire Department to ensure that any people within the project site are able to evacuate if necessary. The project also proposes to implement a Wildland Fire Safe Plan to minimize the risks that wildfire would pose to people within or near the project site by identifying measures for providing and maintaining defensible space around future homes and open space. (*Public Health, Safety, and Noise Element Policies 6.2.3.1, 6.2.3.2*)

In terms of potential geological hazards, the project would be required to implement mitigation measures requiring conformance with the Uniform Building Code and create design standards in accordance with the findings of site specific geotechnical analysis. (*Public Health, Safety, and Noise Element Policies 6.3.2.5*)

The project anticipates impacts from future projected transportation and existing non-transportation noise sources. Based on the acoustical study conducted for the project, these noise effects would be minimized to a less than significant level in conformance with the standards set forth in the General Plan policies. Implementation of noise attenuation measures, such as setbacks, sound barrier walls, or noise berms, as necessary would reduce traffic noise levels at proposed noise sensitive uses to conform to the applicable County standards. (*Public Health, Safety, and Noise Element Policies 6.5.1.1, 6.5.1.8, and 6.5.1.7, 6.5.1.13*)

To reduce construction emissions to the extent feasible, the CCSP EIR requires implementation of mitigation measures applicable to grading and construction activities. In addition to implementation of the mitigation identified in the CCSP EIR, project

construction would also be required to comply with the local air district's rules and regulations. (*Public Health, Safety, and Noise Element Policy 6.7.7.1*)

Prior to the issuance of grading permits, grading design plans would be required to incorporate the findings of detailed geologic and geotechnical investigations. These findings all include methods to control soil erosion and ground instability. (*Conservation and Open Space Element Policy 7.1.2.2*)

The project site encompasses two tributary channels to Carson Creek and is adjacent to a third tributary. Identified as Open Space, these features have been designated for preservation in the CCSP and incorporated into the project design. Portions of these features would be affected as part of overall site preparation and construction of trails meandering along the wetland features. Under existing permits issued by the USACE in 2017, the Open Space area on the project site was required to be increased by 0.9 acres. The southerly of the two open space areas within the project site reflects the required expansion in open space. In total, the CCSP includes approximately 200 acres of passive Open Space that would encompass the wetland features. (*Conservation and Open Space Element Policies 7.3.3.1, 7.3.3.5, 7.3.4.1, 7.3.4.2, 7.3.5.3, 7.6.1.1*)

Several biological resources studies have been prepared for the project site. To ensure impacts to biological resources remain less than significant, the project would implement mitigation measures identified in the site-specific assessments and included in the CCSP EIR and Carson Creek SPA EIR Addendum. The results of the biological resources technical report shall be used as the basis for establishing mitigation requirements in conformance with General Plan Policy 7.4.2.8. (*Conservation and Open Space Element Policy 7.4.2.8*)

Cultural resource studies were prepared for the CCSP area and a supplemental report was prepared in 2020 for the proposed project site. As stipulated in the CCSP EIR, mitigation would be required to ensure that potential impacts to cultural resources remains less than significant. This mitigation requires adherence with specific protocols to be followed in the event of the accidental discovery of previously unknown resources. The project would be conditioned to comply with this requirement. (*Conservation and Open Space Element Policy 7.5.1.3*)

As contemplated in the CCSP, the project retains the existing 30-acre regional park site parcel. The proposed project would not alter the size, configuration, or anticipated use of this parcel. The proposed project would connect to and expand an existing trail system that borders and crosses through the existing developments of Euer Ranch and Carson Creek Units 1, 2, and 3. (*Parks and Recreation Element Policies 9.1.1.4, 9.1.2.9, 9.1.3.1*)

2.2 Carson Creek Specific Plan

The project has been verified for conformance with the specific policies and requirements

of the adopted CCSP including phasing, density, design, amenities, preservation of natural features and utilities. The proposed amendments to the CCSP have been determined to meet the intent of the applicable policies. Implementation of the project shall be subject to required permits prior to any activity, in conformance with all applicable original and new conditions of approval and mitigation measures imposed on the project. Therefore, the project has been found to be consistent with the CCSP.

2.3 **Zoning**

The anticipated project development shall conform to the applicable standards set forth in the CCSP and the proposed Carson Creek SPA. Specifically, the residential subdivision has been designed in accordance with the development and zone standards added for Residential Village 11 in the amended CCSP. Future development of the parcel adjacent to Investment Boulevard identified for zoning as Local Convenience Commercial (LC) would be subject to a Conditional Use Permit (CUP). As part of the CUP process, proposed development on this parcel shall be subject to review for consistency with the LC Investment Boulevard development standards proposed in the Carson Creek SPA.

2.4 **Subdivision Ordinance**

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

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

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

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

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

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

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

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

Development of the subdivision would be subject to the applicable provisions of the CCSP, and the required mitigation measures from the CCSP EIR and EIR Addendum prepared for the project. Off-site improvements associated with the project are not anticipated to have any significant environmental impacts and shall be further verified by the affected agency. Therefore, the project would have less than significant environmental impact, subject to the conditions of approval and mitigation measures imposed on the project.

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

The proposed development has been designed and conditioned to ensure no serious public hazard would occur. In accordance with the CCSP, the design and improvements would involve a controlled internal road systems, public utility services, on- and off-site amenities, and emergency vehicular access. Development of the project would be subject to improvement plans and permits verifying construction of utilities for water, sewer, power, drainage and roads in accordance with the CCSP, adopted EIR for the CCSP, and EIR Addendum prepared for the project.

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

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

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

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

CONDITIONS OF APPROVAL

Specific Plan Amendment SP-R20-0001/Tentative Subdivision Map TM20-0001/Development Agreement DA20-0001/Heritage at Carson Creek Planning Commission/June 10, 2021

Planning Services

1. The Carson Creek Specific Plan Amendment (SPA) and Tentative Subdivision Map 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. Amendment to the Carson Creek Specific Plan (CCSP) consisting of the following modifications (Appendix A1 of Exhibit W):
 1. Amend land use categories by changing Industrial (I) and Research and Development (RD) within the Tentative Subdivision Map area to 86.4± acres Residential, 1.7± acres of future Local Convenience Commercial, a 0.9-acre increase of the Open Space land use category, and a 0.56-acre parcel that supports the western terminus of Investment Boulevard (Exhibit M);
 2. Add Village 11 as a Residential Village;
 3. Increase the CCSP residential unit cap from 1,700 to 1,925 units and stipulate that none of the additional units may be developed outside of the project site;
 4. Adopt development standards for the Single Family (4,500 sq. ft. min.) zoning, which would be applied to all of the proposed Village 11 area. The list below highlights the primary development standards proposed for this village; additional details are provided in the proposed Carson Creek SPA text in Appendix A1 of Exhibit W:
 - Permitted land uses that are consistent with the permitted land uses in other CCSP Single Family zones.
 - Minimum Lot Area: 4,500 square feet
 - Maximum Lot Coverage: No maximum lot coverage
 - Minimum Lot Frontage: Forty-five (45) feet at front setback line or 675 square feet
 - Minimum Setbacks:

- Front Yard: Fifteen (15) feet to Side Loaded Garage and/or Living/Porch Area
 - Front Yard: Eighteen (18) feet to garage roll up door
 - Side Yard: Five (5) feet
 - Side Yard: Corner Lots shall have a minimum Ten (10) feet street side.
 - Rear Yard: Ten (10) feet
 - Public Utility Easement (PUE) Setback: Corner Lots shall have a minimum ten (10) feet street side
 - Front Yard: Twelve and half (12.5) feet
 - Maximum Height: Thirty (30) feet or 2 stories
 - Required Parking: Two (2) spaces off street spaces provided either in garage or on the driveway (tandem or side-by-side)
5. Create a new future Local Convenience Commercial (LC) – Investment Boulevard CCSP zone district and adopt development standards for this zone. These development standards would be similar to the existing LC development standards in the CCSP except that they would
 - Increase allowable lot coverage from 40 percent to 50 percent, and
 - Requires a Conditional Use Permit for any development on the parcel designated as Local Commercial within the Carson Creek SPA project site.
 6. Remove all references to a golf course, particularly Section 4.16 Golf Course Standards;
 7. Edit text and Figures throughout the CCSP to reflect the increased maximum unit cap and changes in the maximum amount of square footage for non-residential land uses, update tables, document changes in public and utility service infrastructure, and identify road section standards for Village 11;
 8. Supplement Carson Creek Specific Plan Figure 4, Land Use Plan, with Figure 4a, Amended Land Use Plan, which removes I and RD referenced in the lower portion of the Figure 4 Land Use Plan, replaces with Village 11 and includes a private clubhouse site, Local Commercial and OS;
 9. Supplement Carson Creek Specific Plan Figure 5, Circulation Plan, in the CCSP, with Figure 5a, Amended Circulation Plan, which removes I and RD referenced for the project site, replaces with Village 11 and includes a private clubhouse site, Local Commercial and OS, and identifies offsite roadway connection to Latrobe Road. The Industrial collector shown in Figure 5, will now be Residential Collector and Residential Street for the new Village 11;

10. Modify Carson Creek Specific Plan Figure 6 to include right-of-way (ROW) exhibits for Residential Collector and Residential Street for Village 11; and
11. Supplement Carson Creek Specific Plan Figure 7 Pedestrian Trail System, with Figure 7a, Amended Pedestrian Trail System which removes I and RD referenced in the lower portion of the Figure 7 Pedestrian Trail System, replaces with Village 11 and includes a private Clubhouse Site, Local Commercial and OS and Revise Schematic Pedestrian Trail Layout Alignment.

B. Approve Tentative Subdivision Map of proposed Village 11 to divide a 132.1-acre site into.

- 86.4 acres of Residential to include 410 buildable lots and 29 lots for landscaping and/or water quality Best Management Practices (BMP);
- 1.7-acre future LC site;
- 13.5 acres of Open Space; and
- 30.0-acre Park site.

Of the 410 buildable lots, 409 would support for-sale, market rate age-restricted units (ARUs), to be constructed in three (3) phases, and one would support a future private clubhouse. The proposed lots are shown in Exhibit N and the proposed development phasing is shown in Exhibit O. The residential lot sizes would range in size from 4,595 square feet to 13,522 square 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.

C. Enter into and execute a Development Agreement between the County of El Dorado, Carson Creek El Dorado, LLC, and Lennar Homes of California, Inc., for the development known as Heritage Carson Creek Village 11.

2. **Mitigation Monitoring Reporting Program (MMRP):** The applicant shall implement the mitigation measures in the Environmental Impact Report (EIR) Addendum MMRP, included as Exhibit U.
3. **Expiration:** Tentative Parcel Map TM20-0001 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 Subdivisions Ordinance), or per the terms of the Development Agreement.

4. **Hold Harmless Agreement:** 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, or employees from any claim, action, or proceedings 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 rezone, planned development, and parcel map which action is brought within the time period provided for in Section 66499.37.

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

5. **Mitigation Monitoring and Condition Compliance:** Prior to recordation of a 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 the project. The documentation shall be provided to and reviewed by the Planning and Building Department – Planning Services.
6. **Meter Award Letter:** A water and sewer meter award letter or similar document shall be provided by El Dorado Irrigation District prior to filing of any final map.

Carson Creek Specific Plan Conditions of Approval

7. **Agricultural Fencing:** Agricultural fencing per County Resolution No. 98A-90 standards shall be required as a condition of approval of tentative maps along the southern boundary of Carson Creek, along the Southern Pacific Railroad Right-of-Way (ROW), and along the Sacramento/El Dorado County line, in any location not built with a 6-foot solid fence. Fencing is required to be maintained by the property owners or El Dorado Hills Community Services District (EDHCSD), and shall be required in the CC&Rs. (COA 7.2.1. in the CCSP.)
8. **CCSP Boundary Fencing:** As a condition of approval of all tentative maps, a minimum 6-foot-tall wood or other solid fence shall be required to be constructed for all parcels adjacent to the boundaries of the CCSP. (COA 7.2.2. in the CCSP.)
9. **Open Space Maintenance:** An updated open space management plan shall be prepared by the developer, subject to review and approval by the EDHCSD. The plan shall include wildfire management plans for the open space. (COA 7.2.3. in the CCSP.)

10. **Parkland Dedication:** If parkland is dedicated to the EDHCSD, prior to County approval of any final map containing such parkland, 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 the applicable park(s). The developer will be required to provide a Phase I environmental assessment of land to be dedicated to a public agency. (COA 7.2.7. in the CCSP.)
11. **Financing Mechanism:** A financing mechanism or mechanisms, such as a Community Facilities District (CFD) 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 EDHCSD for approval, and the financing mechanisms shall be in place prior to issuance of building permits (Section 5.2 of the CCSP). The project 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. (COA 7.2.8. in the CCSP.)
12. 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 (COA 7.2.9. in the CCSP.):
 - 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 EDHCSD and the appropriate design review committee.
 - C. The developer will provide a funding mechanism, such as a homeowners association or a CFD, for the maintenance of fencing adjacent to open space.
13. **Water Meters:** 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. (COA 7.2.10. in the CCSP.)
14. **CCSP Mitigation Measures:** All of the mitigation measures of the CCSP EIR, as revised in September 1996 by Resolution 224-96, excluding the following measures which are not applicable to this project or have already been implemented: 4.3-2, 4.3-3, 4.3-5, 4.5-1, 4.5-5, 4.5-6, 4.5-7, 4.5-8, 4.5-9, 4.6-4, 4.7-2, 4.7-3, 4.22-4, 7-1, 7-2, 7-5, 7-6, are incorporated as conditions of approval, as modified by the Addendum prepared for the project where applicable (Exhibit W), and the Mitigation Monitoring Reporting Program (MMRP) prepared for the project (Exhibit U).
15. **Zone Districts:** The filing of tentative map and recording of the final map will fix zoning. **Mitigation Measures**

The following are applicable Mitigation Measures identified in the EIR Addendum prepared for the Carson Creek SPA:

16. CCSP EIR Mitigation Measure 4.6-1 (as modified to reflect current nomenclature and rules): Phase 1 (Grading Phase) Construction Emissions.

- A. The project applicant shall comply with El Dorado County Air Quality Management District (AQMD) Air Pollution Control District (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 AQMD 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 materials 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 hours (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.
- C. Under Rule 223, Fugitive Dust, a Fugitive Dust Mitigation Plan (FDP) Application with appropriate fees must be submitted to and approved by the AQMD prior to start of project construction prior to issuance of a Grading Permit. The specific dust control measures in the FDP must comply with the requirements of AQMD Rule 223, Fugitive Dust – General Requirements and Rule 223.1 – Construction, Bulk Material Handling, Blasting, Other Earthmoving Activities and Trackout Prevention.
- D. Any burning of dry vegetation removed from the site must be permitted through the AQMD and comply with Rule 300

17. CCSP EIR Mitigation Measure 4.6-2 (as modified to reflect current nomenclature

and rules): Phase II (Facilities Phase) Construction Emissions.

- A. Low emission mobile construction equipment shall be used (e.g., tractor, scraper, dozer, etc.)
- The California Air Resources Board Regulation for In-Use Off-Road Diesel Fueled Fleets (California Code of Regulations Section 2449 et al, title 13, article 4.8, chapter 9, which applies to all self-propelled diesel-fueled engines greater than 25 horsepower.
 - All portable combustion engine equipment with a rating of 50 horsepower or greater shall be registered with the Air Resources Board. A copy of the current portable equipment registration shall be with said equipment.
- 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 AQMD APCD Rule 224 Cutback and Emulsified Asphalt Paving Materials.
- G. The project applicant shall comply with El Dorado County AQMD APCD Rule 215 Architectural Coatings.
18. **CCSP EIR Mitigation Measure 4.6-3 (as modified to reflect current project, which does not propose to provide any woodburning appliances): 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:
- Solar or low-emission water heaters;
 - Central water heating systems;
 - Shade trees;
 - Energy-efficient and automated air conditioners;

- Double-pane glass in all windows;
- Energy-efficient low-sodium parking lot lights;
- Adequate ventilation systems for enclosed parking facilities;
- Energy-efficient lighting and lighting controls.

B. No woodburning appliances, such as but not limited to woodstoves and fireplaces, shall be installed within the Carson Creek SPA project site.

19. **CCSP EIR Mitigation Measure 4.8-3 (as modified to reflect current assessments of potential for special-status species to occur within the project site and areas that could support offsite circulation infrastructure): Special-Status Plants.**

Prior to issuance of a grading permit, habitat within onsite or offsite areas of disturbance that is suitable to support special status plant species shall be surveyed in accordance with California Department Fish and Wildlife's (CDFW) protocol plant surveys. If any significant populations of these species are found in areas proposed for development, avoidance should be undertaken to the extent feasible. If the plants cannot be avoided, a mitigation plan shall be prepared by a qualified biologist. If the plants are listed as threatened or endangered, the mitigation plan shall be developed in consultation with and subject to approval by CDFW. The plan may include measures such as transplantation or revegetation in protected areas onsite. If no special-status plants are observed, then a letter report documenting the results of the surveys should be provided to the project proponent for their records, and no additional measures are recommended.

20. **Initial Study Mitigation Measure BIO-1: Special-Status Nesting Birds.**

Migratory birds and other birds of prey protected under 50 Code of Federal Regulations (CFR) 10 of the Migratory Bird Treaty Act and/or Section 3503 of the California Fish and Game Code have the potential to nest in the non-native annual grassland and within the trees and emergent vegetation within the riparian habitat. Vegetation clearing operations, including pruning or removal of trees and shrubs, should be completed between September 1 and February 14, if feasible. If vegetation removal begins during the nesting season (February 15 to August 31), a qualified biologist shall conduct a pre-construction survey for active nests. The pre-construction survey shall be conducted within 14 days prior to commencement of ground-disturbing activities for planning purposes. An additional pre-construction survey shall be conducted within 72 hours of commencement of ground-disturbing activities. If the pre-construction survey shows that there is no evidence of active nests, then a letter report shall be submitted to the County and no additional measures are required. If construction does not commence within 72 hours of the pre-construction survey, or halts for more than 72 hours, an additional pre-construction survey shall be completed prior to restarting construction during the nesting season.

If any active nests are located within the area of disturbance, an appropriate no-disturbance buffer zone shall be established around the nests, as determined by the biologist. The biologist should mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of breeding season or until the young have successfully fledged.

Buffer zones are typically 100 feet for migratory bird nests and 250 feet for raptor nests, but will vary depending on the species (e.g., colonial nesting tricolored blackbird), level of activity and observed responses to construction activities. If active nests are found onsite, a qualified biologist shall monitor nests weekly during construction to evaluate potential nesting disturbance by construction activities. If establishing the typical buffer zone is impractical, the qualified biologist may reduce the buffer depending on the species but also must conduct daily monitoring to ensure that the nest is not disturbed, and no forced fledging occurs. Daily monitoring shall occur until the qualified biologist determines that the nest is no longer occupied. Once it has been determined by the biologist that the nest is no longer active, then a letter report shall be submitted to the project proponent for their records and no additional measures are recommended.

21. Initial Study Mitigation Measure BIO-2: Western Pond Turtle.

A qualified biologist shall conduct a pre-construction surveys for western pond turtle and western spadefoot toad prior to the start of ground disturbance within and adjacent to habitat that could support each species.

Surveys for western pond turtle must occur no more than 14 days prior to the start of grading or vegetation clearing within 500 feet of any riparian habitat. If no western pond turtles are observed, then a letter report documenting the results of the survey should be provided to the project proponent for their records, and no additional measures are recommended. If construction does not commence within 14 days of the pre-construction survey, or halts for more than 14 days, a new survey is recommended. If western pond turtles are found, additional avoidance measures are recommended including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, performing a Worker Awareness Training to all construction workers, and being present on the site during grading activities within 500 feet of the perennial and intermittent drainages and their surrounding riparian habitat for the purpose of relocating any western pond turtles found within the construction footprint to suitable habitat away from the construction zone, but within the preserve within the Site.

Surveys for western spadefoot toad must occur no more than 48 hours prior to the start of grading or vegetation clearing within 200 feet of any vernal pools and/or seasonal wetlands. The survey shall be conducted by a biologist who has been approved by CDFW. If any western spadefoot toad individuals or populations are observed within the survey area, a no-disturbance area shall be established (flagged or fenced) within 200 feet of that location and no construction activity shall occur in that area until the animal voluntarily leaves the area. If no western spadefoot toads are observed, then a letter report documenting the results of the survey should be provided to the project proponent for their records, and no additional measures are recommended. If construction within each habitat feature that could support this species does not commence within 48 hours of the survey, a new survey shall be completed.

22. Initial Study Mitigation Measure BIO-3: Valley Elderberry Longhorn Beetle.

A pre-construction survey for valley elderberry shrubs shall be completed by a qualified biologist prior to issuance of any grading permits that address construction activities within 150 feet of any riparian vegetation. If elderberry shrubs are identified onsite, a no-disturbance buffer with a radius of 100 feet shall be established around each shrub during the flight season of valley elderberry longhorn beetle (March – July). Outside of the flight season, a no-disturbance buffer of at least 20 feet shall be established for any activities that could damage or kill an elderberry shrub (e.g., trenching, paving). If elderberry shrubs are found within areas where disturbance is unavoidable, the shrubs shall be transplanted to the onsite or adjacent open space parcels in accordance with the United States Fish and Wildlife Service Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle (2017).

23. **Initial Study Mitigation Measure BIO-4: Burrowing Owl.**

A pre-construction survey for burrowing owl shall be completed by a qualified biologist in accordance with the 2012 CDFW Staff Report on Burrowing Owl Mitigation (2012 Staff Report) (CDFW 2012) prior to issuance of grading permits. Surveys shall be conducted no more than 30 days and no less than 14 days prior to the commencement of construction activities. If construction activities are delayed for more than 30 days after the initial preconstruction surveys, then a new preconstruction survey shall be required. If any burrowing owls are identified onsite during construction, the CDFW-approved project biologist shall be notified immediately. Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the CDFW verifies through non-invasive methods that either: (1) the owls have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

If active burrows are observed within 500 feet of the project site, an impact assessment shall be prepared and submitted to the CDFW, in accordance with the Staff Report on Burrowing Owl Mitigation (CDFW, 2012). If it is determined that project activities may result in impacts to nesting, occupied, and satellite burrows and/or burrowing owl habitat, the project proponent shall delay commencement of construction activities until the biologist determines that the burrowing owls have fledged and the burrow is no longer occupied. If this is infeasible, a mitigation plan shall be developed in consultation with and subject to approval by CDFW. The mitigation plan shall provide for replacement of the number of burrows, and burrowing owls that would be impacted by project development.

24. **CCSP EIR Mitigation Measure 4.8-2 (as modified to address project components, wetlands within areas affected by offsite circulation infrastructure and special-status species that may rely on wetlands; and to reflect current nomenclature): Loss of Wetlands.**

A. Prior to issuance of a grading permit for any offsite circulation infrastructure, an aquatic resource delineation shall be conducted for the Emergency Evacuation Route and future public roadway and shall be verified by the U.S. Army Corps of Engineers (USACE). Any federal or state jurisdictional aquatic resources impacted

as a result of project development shall be replaced or rehabilitated on a "no-net-loss" basis in accordance with USACE and Regional Water Quality Control Board (RWQCB) 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. The project applicant shall also obtain a Clean Water Act Section 401 Water Quality Certification from the RWQCB.

- B. Prior to issuance of a grading permit for any offsite circulation infrastructure, a Streambed Alteration Agreement shall be obtained from CDFW, pursuant to Section 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 CDFW in developing appropriate mitigation, and shall abide by the conditions of any executed Agreement.
- C. Grading activities within the onsite or offsite areas of disturbance shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance. Appropriate runoff controls such as berms, storm grates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation, and the potential discharge of pollutants into drainages.

25. CCSP EIR Mitigation Measure 4.11-1 (as modified to reflect current best practices for treatment of cultural resources): Archaeological Resources

- A. Prior to grading and construction activities, significant cultural resources found within the onsite or offsite areas of disturbance shall be recorded or described in a professional report and submitted to the North Central Information Center at California State University at Sacramento.
- B. Prior to issuance of a grading permit, El Dorado County shall verify that project construction documents include the following note: "If any cultural resources, such as structural features, mining equipment, unusual amounts of bone or shell artifacts, or architectural remains, are encountered during any construction activities, the contractor shall suspend all work within 100 feet of the find and immediately notify the County's Planning Services Division." 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 insure 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 (i.e., whether it is a "historical resource" or a "unique archaeological resource"). If a find is authenticated, the archaeologist shall:
 - i. Provide management recommendations should potential impacts to the

resource be found to be significant (possible management recommendations for historical or unique archaeological resources could include resource avoidance or data recovery excavations where avoidance is infeasible in light of project design or layout);

- ii. Consult with the local Native American tribe to determine if the find is a tribal cultural resource. If so, consultation shall be consistent with the requirements of California Public Resources Code Sections 21084.3(a) and (b) and California Environmental Quality Act Guidelines Section 15370 and shall include consideration of requiring compensation for the impact by replacing or providing substitute resources or environments; and
 - iii. As warranted by any cultural resources found on site, prepare reports for resources identified as potentially eligible for listing in the California Register of Historical Resources in consultation with the State Historic Preservation Officer, and if applicable, tribal representatives.
- C. Grading and construction activities may resume, after the resource is either retrieved or found to be not of consequence.
- D. Prior to issuance of a grading permit, El Dorado County shall verify that project construction documents include the following note “Prior to commencement of ground disturbing activities in each construction phase, all construction workers shall receive worker cultural resources awareness training conducted by a qualified archaeologist and shall receive a worker cultural resources awareness brochure prepared by the same qualified archaeologist.” Worker cultural resources awareness training may also be conducted through a video created by a qualified archaeologist specifically for this project. The program shall include relevant information regarding sensitive tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating state laws and regulations. The worker cultural resources awareness training shall also describe appropriate avoidance and minimization measures for resources that have the potential to be located within the onsite or offsite areas of disturbance and shall outline what to do and who to contact if any potential archaeological resources or artifacts are encountered. The program shall also underscore the requirement for confidentiality and culturally appropriate treatment of any kind of significance related to Native Americans and behaviors, consistent with Native American tribal values. Worker cultural resources awareness training shall instruct workers to recognize potential cultural resources, such as the presence of discolored or dark soil, fire-affected material, concentrations of lithic materials, or other characteristics observed to be atypical of the surrounding area; lithic or bone tools that appear to have been used for chopping, drilling, or grinding; projectile points; fired clay ceramics or non-functional items; non-local high-quality materials such as chert and obsidian; and historic artifacts such as glass bottles and shards, ceramic material, building or domestic refuse, ferrous metal, or old features such as concrete foundations or privies.

26. CCSP EIR Mitigation Measure 4.9-1 (as modified to address the offsite circulation

infrastructure): Liquefaction.

The El Dorado County Department of Transportation (DOT) shall consult with the El Dorado County Planning Department during the grading permit approval process to ensure that earth resources impacts related to development in the CCSP area and adjacent parcels that would support offsite circulation infrastructure are sufficiently addressed.

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

27. CCSP EIR Mitigation Measure 4.9-4 (as modified to omit reference to the Mormon Island Fault): Ground Rupture.

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

28. CCSP EIR Mitigation Measure 4.9-7 (as modified to address the offsite circulation infrastructure): Topographic Alteration (Ground Stability and Erosion Potential).

Prior to the issuance of grading permits for development within the CCSP area and for construction of offsite circulation infrastructure, 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 EI 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 EI Dorado County Standards.
29. **CCSP EIR Mitigation Measure 4.22-6 (as modified to address all potential sources of contamination): Underground Storage Tanks.**
- Prior to the issuance of a grading permit for any onsite or offsite grading, the extent (soil and/or groundwater) of potential onsite contamination resulting from the historical operations of the Wetsel-Oviatt Sawmill and Southern Pacific Railroad 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.
30. **CCSP EIR Mitigation Measure 4.10-1 (as modified to reflect correct nomenclature, current water quality requirements, and proposed approach to stormwater runoff management): Increased Surface Runoff.**
- A. Prior to the approval of the first small lot subdivision improvement plan or small lot final map, a condition of approval shall be placed on the tentative map that states that, prior to the issuance of a grading permit, the project applicant shall prepare, submit, and obtain approval of final drainage plans from DOT. In addition, prior to the issuance of a grading permit for construction of any offsite circulation infrastructure, the project applicant shall submit and obtain approval of final drainage plans by DOT. These final drainage plans shall demonstrate that future

post-development stormwater discharge levels from the project will meet El Dorado County standards and the standards of the County's MS4 Permit to provide onsite treatment of stormwater prior to water leaving the site or entering a waterbody, maintain runoff at existing stormwater discharge levels, and permanently maintain bio-retention basins. 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 and revised in September 2020. The project applicant shall form a drainage zone of benefit (ZOB) or other appropriate entity to ensure that all stormwater drainage facility maintenance requirements are met. The drainage plan 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 onsite 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 onsite drainage facilities shall be constructed to DOT's. BMPs shall be implemented throughout the construction process. The following BMPs, or others deemed effective by DOT, will be implemented as necessary and appropriate:

Soil Stabilization Practice

- 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/Street
- Diversion Dikes
- Diversion Swales
- Sediment Traps

- B. Specific measures shall be identified in the final drainage plans to maintain stormwater discharge flows (ensure there is no increase in post-development flows) at the Southern Pacific Railroad bridge (Malby Crossing) at the site's southern end. These measures shall be presented in the final drainage plans, shall meet El Dorado County Standards to maintain stormwater discharge at pre-development levels, and

shall be approved by DOT prior to improvement plan approval. Maintenance of the bio-retention basins and drainage facilities shall include periodic inspections (e.g., annual) to ensure facility integrity and debris removal as necessary.

31. **CCSP EIR Mitigation Measure 4.10-5: Short-Term Construction-Related Water Quality.**

- A. Prior to issuance of a grading permit, the developer shall obtain from the Central Valley Regional Water Control Board a General Construction Activity Stormwater Permit under the National Pollutant Discharge Elimination System (NPDES) and comply with all requirements of the permit to minimize pollution of stormwater discharges during construction activities.
- B. Prior to issuance of a grading permit, the project applicant shall submit to DOT 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 measures 4.10-1, and as follows: sediment basins, sediment traps, silt fences, hay bale dikes, gravel construction entrances, maintenance programs, and hydroseeding.
- C. Stormwater runoff during the construction period from graded areas shall be detained within the construction and staging area in temporary detention basins or roadside ditches and/or permanent roadside ditches. Areas disturbed during construction that are not developed, paved, or improved to serve as stormwater management/water quality facilities shall be backfilled, graded and/or compacted to provide a smooth transition to surrounding areas and shall be revegetated.

32. **CCSP EIR Mitigation Measure 4.10-6 (modified to reflect proposed approach to stormwater runoff management: Long-Term Water Quality Impacts.**

Onsite stormwater management facilities such as bio-retention basins shall be constructed and maintained throughout the project to receive stormwater runoff to allow for capture and settling of sediment prior discharge to receiving waters. Periodic maintenance of stormwater management facilities, such as debris removal, shall occur on a monthly basis or more frequently as needed to ensure continued effectiveness.

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 DOT that ensures the long-term implementation of the program.

33. **CCSP EIR Mitigation Measure 4.7-4 (as modified to specify timing, types of attenuation measures, and performance standards): Stationary Source Noise.**

Where the development of a project could result in the exposure of onsite noise-sensitive land uses to projected onsite or offsite 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 onsite noise sensitive uses, the County shall require that prior to approval of the final map, building plans must identify the specific noise attenuation measures, such as setbacks, sound barrier walls, or noise berms and/or modifications to the noise source along with evidence that the owner of the noise source has agreed to those modifications, as necessary to reduce stationary source noise levels at proposed noise sensitive uses to conform with the applicable County standards, specifically to ensure that hourly Leq exterior noise levels at residential uses are equal to or less than 55 dBA (daytime), 50 dBA (evening), and 45 dBA (nighttime) and maximum noise levels are 70 dBA (daytime), 60 dBA (evening) and 50 dBA (nighttime).

34. **CCSP EIR Mitigation Measure 4.14-1 (as modified to omit requirement to create an assessment district): Law Enforcement Services.**

The project applicant shall ensure adequate law enforcement personnel and equipment to serve the CCSP area through the following mechanism:

Prior to the issuance of each building permit, the project applicant will be required to obtain 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 and the Department has reasonably estimated that annual funding is available to provide adequate staff and equipment in the future.

35. **CCSP EIR Mitigation Measure 4.12-1 (as modified to omit requirements related to construction of school facilities, which were omitted from the CCSP in prior plan amendments): Schools.**

The project applicant shall enter into a written agreement with the affected school district for the mitigation of impacts to school facilities or the demand therefor in accordance with General Plan Policy 5.8.1.1. School mitigation fees shall be the amount in effect at the time building permits are issued.

36. **CCSP EIR Mitigation Measure 4.16-1 (as modified to reflect that El Dorado Irrigation District (EID) has sufficient capacity to serve the project): Active Parks and Recreational Facilities.**

The CCSP project developer was required to pay in-lieu fees for the purchase and development of approximately 7 acres of active parks and recreation facilities in addition to dedicating 31.2 acres for such purposes. Actual land and in-lieu fees will vary based on the final densities proposed in each phase of dedication development. For the Carson Creek SPA project, the project applicant shall dedicate land and/or pay in-lieu fees consistent with the requirements of County Code Section 120.12.090 as it exists at the time of final map approval. As it is currently adopted, County Code Section 120.12.090 requires the project applicant to dedicate land and/or pay in-lieu fees sufficient for the provision of 4 acres of parkland.

37. CCSP EIR Mitigation Measure 4.18-1 (as modified to reflect that EID has sufficient capacity to serve the project): Water Consumption.

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 all 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.

38. CCSP EIR Mitigation Measure 4.7-1: Short-term Construction Noise Impacts.

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
- 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.

Air Quality Management District

39. 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 (FDP) Application with appropriate fees shall be submitted to and approved by the AQMD prior to start of project construction if a Grading Permit is required from the Building Department. Dust control measures shall comply with the requirements of AQMD Rule 223, Fugitive Dust – General Requirements and Rule 223.1 – Construction, Bulk Material Handling, Blasting, Other Earthmoving Activities and Trackout Prevention.
40. Paving: Project construction and related paving shall adhere to AQMD Rule 224, Cutback and Emulsified Asphalt Paving Materials if applicable.
41. Painting/Coating: The project construction will involve the application of architectural coatings, which shall adhere to AQMD Rule 215, Architectural Coatings.
42. Open Burning: Burning of wastes that result from "Land Development Clearing" must be permitted through the AQMD. Only dry vegetative waste materials originating from the property may be disposed of using an open outdoor fire. Burning shall adhere to AQMD Rule 300, Open Burning.
43. Construction Emissions: During construction, all self-propelled diesel-fueled engines greater than 25 horsepower shall be in compliance with the California Air Resources Board (ARB) Regulation for In-Use Off-Road Diesel Fueled Fleets (§ 2449 et al, title 13, article 4.8, chapter 9, California Code of Regulations (CCR)). The full text of the regulation can be found at ARB's website here: <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>. An applicability fact sheet can be found here: https://ww3.arb.ca.gov/msprog/ordiesel/faq/overview_fact_sheet_dec_2010-final.pdf. Questions on applicability should be directed to ARB at 1-866-634-3735. ARB is responsible for enforcing this regulation.
44. New Point Source: Prior to construction, installation or use of any new emissions sources exceeding AQMD permit thresholds (e.g., gasoline dispensing facility, emergency standby engine rated at 50 horsepower or greater, etc.); an Authority to Construct application shall be submitted to the AQMD. Applications shall include facility diagram(s), process flow charts, equipment specifications, and emissions or emission factors for each source of emissions pursuant to Rule 501, General Permit Requirements and Rule 523, New Source Review.
45. Portable Equipment: All portable combustion engine equipment with a rating of 50 horsepower or greater shall be registered with the ARB. A copy of the current portable equipment registration 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.

46. **Electric Vehicle Charging – Non-Residential:** The commercial portion of the project shall comply with the Non-Residential Mandatory Measures identified in the 2016 Cal Green Building Code §5.106.5.3 concerning installation of electric vehicle supply equipment (EVSE). Plans shall include; the location(s) and type of EVSE, a listed raceway capable of accommodating a 208/240-volt dedicated branch circuit originating at a service panel with sufficient capacity to accommodate a minimum 40A dedicated circuit, and terminating in a suitable enclosure in close proximity to the proposed location of the charging equipment. Plans shall include wiring schematics and electrical calculations to verify the electrical system has sufficient capacity to simultaneously charge electric vehicles at their full rated amperage (Level 2 EVSE). Raceways shall be installed from the electrical service panel to the designated parking areas at the time of initial construction. Please refer to California Green Building Standards Code §5.106.5.3 for specific requirements:
https://www.edcgov.us/Government/building/pages/california_building_standards_in_effect.aspx
 California Green Building Standards Code: https://www.ladbs.org/docs/default-source/publications/code-amendments/2016-calgreen_complete.pdf?sfvrsn=6
 AQMD Rules and Regulations are available at the following internet address:
<https://ww2.arb.ca.gov/current-air-district-rules>.

Environmental Management

47. **Construction and Demolition (C&D) Debris Recycling:** State Law mandates that a minimum of 65% of the waste materials generated from covered Construction and Demolition projects must be diverted from being landfilled by being recycled or reused on site. Please visit the following website to view El Dorado County's Construction & Demolition Debris Recycling Ordinance Program information and requirements. If after reviewing this information you still have questions, you're welcome to call Environmental Management at (530) 621-5300.
48. **AB 341 - Mandatory Commercial Recycling (Non-Residential):** State law requires that all non-residential dwellings that generate at least two cubic yards of solid waste per week to have a recycling program for common recyclable materials such as bottles, cans, and paper.
49. **AB 1826 - Mandatory Commercial Organics Recycling (Non-Residential):** State law requires that all non-residential dwellings that generate at least two cubic yards of solid waste per week to have an organics recycling program for the following types of organic wastes: green waste, landscape and pruning waste, non-hazardous wood waste, food waste and food-soiled paper.
50. **Trash and Recycling Enclosures:** Recycling by occupants requires that new projects provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet

a lawfully enacted local recycling ordinance, if more restrictive. Please direct questions about this provision to Building Services. Building Services can be reached at (530) 621-5315.

Department of Transportation

Project Specific Conditions

51. **Road Design Standards:** The applicant shall construct all roads in conformance with the Design and Improvements Standard Manual (DISM) and the CCSP, modified as shown on the Tentative Map and Design Waiver.
52. **Offer of Dedication:** Offer to dedicate, in fee, the rights of way for roadways shown on the final map. Also offer any appurtenant slope, drainage, pedestrian, public utility, or other public service easements as determined necessary by the County. The roadways will be private, and a Homeowners Association (or other mechanism approved by County) shall be formed for the purpose of maintaining the private roads and drainage facilities. (T. Kear 2020).
53. **Off-Site Improvements - Mitigation Measures as identified in the approved Traffic Impact Study (TIS)** (T. Kear 2020/Revised 2021). The project is responsible for design, Plans, Specifications and Estimate (PS&E), utility relocation, right of way acquisition, and either construct, or provide fair-share contributions, of the following improvements.
 - A. Abatement A-1; At intersection #2 El Dorado Hills Boulevard/Saratoga Way, restripe the eastbound approach as one left turn lane, one shared left-through-right lane, and one right turn lane. Restripe the westbound approach as one shared left-through lane, and one right turn lane. Optimize Phase splits at Intersection #2. This item shall be completed prior to issuance of the first building permit.
 - B. Abatement A-2; Prior to issuance of the first building permit, optimize Phase splits at Intersection #9, Latrobe Road/Golden Foothill Parkway (south).
 - C. Abatement A-4; Construct a traffic signal at Intersection #12, Latrobe Road/Royal Oaks Drive, when the access road from Latrobe Road to the project is opened to full vehicular access.
 - D. Abatement A-5; Prior to issuance of the first building permit, reconstruct or stripe, at the discretion of the County Engineer, intersection #13, Golden Foothill Parkway (south) / Robert J Mathews Pkwy, to add a receiving lane on Golden Foothill Pkwy such that northbound left turns from Robert J Mathews Pkwy can be performed without a gap in westbound traffic.

Construction of these improvements will require either encroachment permits, Road Improvement Agreement(s) or combination thereof.

54. **Timing of Improvements:** The following applies to Abatement A-5 only, as these were identified as deficiencies under Existing Plus Planned and Approved Projects (EPPAP) 2030 analysis:
- E. In order to ensure proper timing of the construction of the improvements, perform a supplemental traffic analysis in conjunction with each final map application to determine Level of Service (LOS) of intersection #13 Golden Foothill Pkwy/Robert J Mathews Pkwy (south) to include existing traffic (at the time of final map) plus traffic generated by each final map.
 - F. If the supplemental traffic analysis indicates that the County's LOS policies would be exceeded by the existing traffic plus traffic generated by that final map, construct the improvements prior to issuance of any building permit within that final map.
 - G. If the necessary improvements are constructed by the County or others prior to triggering of mitigation by the project, payment of Traffic Impact Fees is considered to be the projects proportionate fair share towards mitigation of this impact.
55. **Contribution to County's Intelligent Transportation System Project:** Consistent with the Development Agreement, pay a one-time Two Hundred Eighty-Five Dollars (\$285.00) per dwelling unit fee, subject to annual adjustment on January 1 of each year, commencing January 1, 2022, based on the percentage changes in Consumer Price Index (all items) for the San Francisco-Oakland-Hayward area, for the El Dorado Hills Intelligent Transportation System project ("ITS Project Fee"), payable in connection with issuance of each building permit within the Project. If the Board of Supervisors establishes an ITS program and adopts an ITS fee before issuance of any remaining building permits for the Project, Developers shall pay the established ITS fee at issuance of those remaining building permits, which may be lower or higher than the \$285.00 per dwelling unit fee provided for in the Development Agreement.
56. **Offsite Emergency Vehicle Access (EVA)/ Access to Latrobe Road at the Royal Oaks Drive Intersection:** Construct the secondary EVA access to Latrobe Road prior to issuance of a building permit for the 30th dwelling unit within the project site. If alternate 1 is selected (extension of Royal Oaks Drive) construct this roadway a minimum width of 24 feet, with four-foot wide aggregate base shoulders, and a 35mph Design Speed. Structural section to be determined in accordance with the Caltrans Highway Design Manual, Chapter 630, "Flexible Pavement Design". As discussed in the TIS, complete this improvement prior to issuance of the 333rd building permit within the project. If alternative 2 is selected (connection to Wetsel-Oviatt Road), the minimum width and other design elements will be established by the Fire District. In either case, the full access connection to Latrobe Road at the Royal Oaks Drive Intersection must be in place prior to issuance of a building permit for the 333rd lot.
57. **Encroachment Permit(s):** The applicant shall obtain an encroachment permit from DOT and construct the roadway encroachment from the EVA / south access road connecting to

Latrobe Road to the to the provisions of County Standard Plan 103E.

58. **Off-site Improvements (Acquisition):** As specified elsewhere in these Conditions of Approval, the Project is 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, 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% 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; Approved improvement plans, specifications and contract documents of the off-site improvements, prepared by a Civil Engineer.

Standard Conditions

59. **Curb Returns:** Where sidewalks are provided, include pedestrian ramps with truncated domes conforming to Caltrans Standard Plan A88A, including a 4 foot sidewalk/landing at the back of all ramps. Alternate plans satisfying the current accessibility standards may be used, subject to review and approval by County.
60. **Maintenance Entity:** Prior to filing a final map, form an entity, or join an existing entity, for the maintenance of public and private 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.
61. **Common Fence/Wall Maintenance:** The responsibility for, and access rights for, maintenance of any fences and walls constructed on property lines shall be included in the Covenants Codes and Restrictions (CC&Rs).
62. **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 DOT 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 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).*

63. **Stormwater Management:** The Project shall construct post construction storm water mitigation measures to capture and treat the 85th percentile 24 hour storm event as outlined in the CA Phase II MS4 Permit and the County's West Slope Development and Redevelopment Standards and Post Construction Storm Water Plan. Show detention and/or retention facilities on the project improvement plans to fully mitigate any increased runoff peak flows and volumes in accordance with the County Drainage Manual. As an alternative to treating the entire project with a regional treatment system, the project may propose distributed source control measures to be constructed for the roadways, any other impervious surfaces and on each lot with the individual lot building permits to achieve the same effect. In which case, a deed restriction shall be recorded with the final map to ensure construction of individual lot source control measures.
64. **Geotechnical Report:** The applicant shall prepare and submit a Geotechnical Report with the Project Grading or Improvement plans for review by the County Engineer. The findings of the Report shall be incorporated into Grading and Improvement Plans. The El Dorado County Grading Design Manual contains standards for content and scope of Geotechnical Reports, however, the County Engineer may require additional or specialized information.
65. **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.
66. **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 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.
67. **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.

Project conditions of approval shall be incorporated into the Project Improvement Plans when submitted for review.

68. **Electronic Documentation:** Upon completion of the required improvements, provide As-Built Plans to the County Engineer in TIFF format, and provide final Drainage and Geotechnical reports, and structural wall calculations to the County Engineer in PDF format.

El Dorado Hills Fire Department

General Conditions

69. **Fire Flow (Single-Family Residential):** 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 one-hour duration. This requirement is based on a structure up to 6,200 square feet in size, Type V-8 construction. All structures shall install fire sprinklers in accordance with National Fire Protection Agency (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.
70. **Fire Flow (Commercial):** The potable water system with the purpose of fire protection for this commercial development shall provide a minimum fire flow of 1,500 Gallons Per Minute with a minimum residual pressure of 20 psi for a two-hour duration. This requirement is based on a structure up to 25,000 square feet in size, Type V-A construction. This fire flow rate shall be more than 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.
71. **Hydrants:** This development shall install Dry Barrel Fire Hydrants which conform to EID specifications for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 500-feet for residential buildings and 300-feet for commercial buildings. The exact location of each hydrant on private roads and on main county-maintained roadways shall be determined by the Fire Department.
72. **Hydrant Visibility:** 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.

Secondary Access/ Fire Apparatus Access Roads

73. **Fire Apparatus Access Roads:** Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. California Fire Code (CFC) 503.1.1
74. **Additional Access:** The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access. CFC 503.1.2
75. **One- or two-family dwelling residential developments:** Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads. CFC D107.1
76. **Remoteness:** Where two (2) fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses. CFC D107.2
77. **Dead-End Roads:** The maximum length of a dead-end road, including all dead-end roads accessed from the dead-end road, shall not exceed the following lengths, regardless of the number of parcels served: Parcels zoned for less than one acre – 800 feet (applicable to this project). Title 14 1273.09
78. **Intent:** Road and street networks, whether public or private, unless exempted under Section 1270.02(e), shall provide for safe access for emergency wildland fire equipment and civilian evacuation concurrently, and shall provide unobstructed traffic circulation during a wildfire emergency consistent with Sections 1273.00 through 1273.11. Title 14 1273.00
79. **Reciprocal Access Agreement:** The applicant shall provide a reciprocal access agreement, signed by the adjoining property owners, guaranteeing access for emergency vehicles and civilian traffic. This agreement can be through the parcel to the east, connecting to Latrobe Road across from Royal Oaks Drive, or through the parcel to the south, connecting to Wetsel-Oviatt Rd, as shown on the proposed map.

Secondary Access/ Fire Apparatus Access Roads

80. 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.

81. 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.

Other Conditions

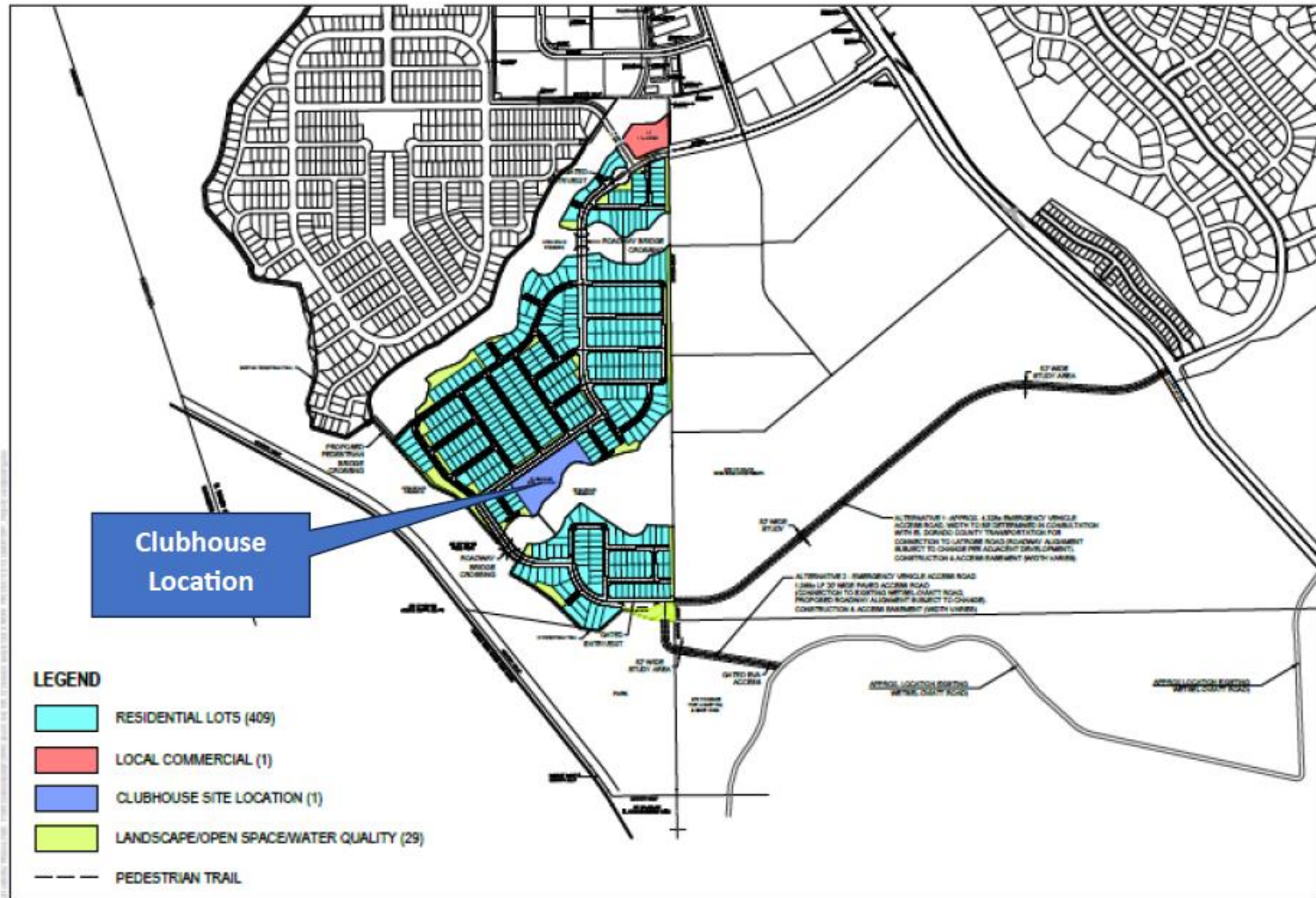
82. **Updated Public Facilities Financing Plan:** Prior to issuance of the first building permit, the developer shall submit to the County a proposed update to the Heritage at Carson Creek Public Facilities Financing Plan.
83. **Grading and Site Improvement:** Prior to issuance of any grading or building permits, the applicant shall submit a site improvement/grading plan prepared by a professional civil engineer for review and approval. The plan shall be in conformance with the County of El Dorado Design and Improvement Standards Manual, and the Grading, Erosion and Sediment Control Ordinance. The site improvement/grading plan should include, as appropriate, site preparation and construction recommendations identified in the Geotechnical Engineering Study prepared for the project (Youngdahl, February 2020) (Appendix F in Exhibit W).
84. **Long-Term Water Quality Impacts.**
 - a. **Stormwater Runoff:** Onsite detention basins shall be constructed and maintained through the construction period to receive stormwater runoff from graded areas to allow capture and settling of sediment prior discharge to receiving waters.
 - b. **Surface Water Pollution Control Plan:** 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 DOT that ensures the long-term implementation of the program.
85. **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. **Residential and Commercial Areas:** Within areas designated for residential and commercial use, vegetated open-channel drainage shall be the primary means of accommodating stormwater runoff and existing surface water bodies. In residential areas, where the homes front the streets, site design shall emphasize drainage to open, vegetated channels away from streets and towards the back and side lots. In instances where such drainage is not engineeringly practicable, drainage towards streets shall utilize gutters, asphalt concrete dikes, rolled curbs, and/or vertical curbs will be utilized. These drainage facilities shall be kept to a minimum and will convey drainage to open-channel ditches (1) along collectors and other streets where homes do not front the streets and (2) between lots. Piped drainage facilities shall be kept to a minimum. Open channel ditches shall convey the drainage to natural drainage channels in the open space areas but not before ensuring that water quality standards are maintained through the implementation of best management practices.

CUP22-0012/Heritage at Carson Creek Clubhouse

Exhibit C: Clubhouse Specific Site



CUP22-0012/Heritage at Carson Creek Clubhouse

Exhibit D: Clubhouse Front Elevation

SD 204
AXON VIEWS



1 AXON VIEW - FRONT RIGHT



2 AXON VIEW - FRONT LEFT

williams + paddon

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HERITAGE AT CARSON CREEK VILLAGE 11 CLUBHOUSE

LENNAR
El Dorado County, CA

06/30/2023

CUP22-0012/Heritage at Carson Creek Clubhouse

Exhibit E: Outdoor Facilities Rendering



SD 206
CONCEPTUAL RENDERING

CUP22-0012/Heritage at Carson Creek Clubhouse

Exhibit F: Proposed Landscaping

