

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



**Agenda of:** March 25, 2021

**Staff:** Tom Purciel

**REZONE/TENTATIVE PARCEL MAP/PLANNED  
DEVELOPMENT/CONDITIONAL USE PERMIT**

**FILE NUMBERS/**

**PROJECT NAME:** Z15-0002/P15-0006/PD15-0004/S17-0015/Montano De El Dorado  
Phase I and II Master Plan

**APPLICANT/**

**AGENT:** Montano Venture 2, LLC/Vinal M. Perkins

**REQUEST:**

The project consists of the following entitlements:

1. Rezone (Z15-0002) from Regional Commercial - Community Design Review Combining Zone (CR-DC) to Regional Commercial - Planned Development Combining Zone (CR-PD);
2. Commercial Tentative Parcel Map (P15-0006) on Assessor's Parcel No. 118-010-012 to create a total of 12 commercial parcels from an existing 16.85-acre parcel, ranging from 0.72 acres to 3.48 acres in size, as part of proposed Phase II of the Montano De El Dorado Master Plan;
3. Planned Development (PD15-0004) to establish a Development Plan for the existing Montano De El Dorado Phase 1 development and the proposed Phase II expansion. Phase I consists of an existing commercial center, consisting of five buildings, on the 20.1-acre project site with a combined total of 39,645 square feet of floor area. Existing uses include retail stores, restaurants, and a bank. The proposed Phase II expansion consists of nine additional commercial buildings with a combined total of approximately 80,000 square feet of retail, restaurant, commercial and office uses, a 55,136 square foot, 100-room hotel, a small community pavilion and on-site parking, lighting, signage and landscaping;

4. Conditional Use Permit (S17-0015) to allow outdoor special events and office uses within existing Phase I and proposed Phase II of the Montano De El Dorado Master Plan.

**LOCATION:** Approximately 0.5 miles south of U.S. Highway 50 on the east side of Latrobe road at the intersection with White Rock Road in the El Dorado Hills area, Supervisorial District 2 (Exhibits A and B).

**APNs:** 118-010-012, 118-010-014, 118-010-015, and 118-010-016 (Exhibit D)

**ACREAGE:** Phase I: 3.25 Acres (APNs 118-010-014, 118-010-015 and 118-010-016),  
Phase II: 16.88 Acres (APN 118-010-012)

**GENERAL PLAN:** Commercial (Exhibit E)

**ZONING:** Regional Commercial - Community Design Review Combining Zone (CR-DC) (Exhibit F)

**ENVIRONMENTAL DOCUMENT:** An Environmental Impact Report (EIR) (State Clearinghouse No. 2017072027) consisting of a Draft EIR (DEIR) and Final EIR (FEIR) has been prepared for the project (Exhibits Y and Z).

**RECOMMENDATION:** Staff recommending the Planning Commission forward the following recommendation to the Board of Supervisors:

1. Adopt Resolution XX-2021 (Exhibit G) to certify the EIR (SCH No. 2017072027) for the Montano De El Dorado Phase I and II Master Plan Project (project), subject to California Environmental Quality Act (CEQA) Findings and adopt the Project Mitigation Monitoring and Reporting Program (MMRP) and Statement of Overriding Considerations in compliance with CEQA Guidelines Sections 15091, 15092 and 15093;
2. Adopt a Resolution to rezone the project parcels from Regional Commercial - Community Design Review Combining Zone (CR-DC) to Regional Commercial - Planned Development Combining Zone (CR-PD);
3. Approve Rezone Z15-0002 based on the Findings as presented;
4. Approve Planned Development PD15-0004 as the official Development Plan for the Montano De El Dorado Phase I and II Master Plan project based on the Findings and subject to the Conditions of Approval as presented;
5. Approve Tentative Parcel Map P15-0006 based on the Findings and subject to the Conditions of Approval as presented;

6. Approve Conditional Use Permit S17-0015 to allow outdoor special events and office uses within Phase I and Phase II of the Montano De El Dorado Master Plan based on the Findings and subject to the Conditions of Approval as presented.

### **EXECUTIVE SUMMARY**

The Montano De El Dorado Phase I and II Master Plan Project (Project) consists of a commercial development with two phases: Phase I consists of the existing commercial center, consisting of five buildings, on the 20.1-acre project site with a combined total of 39,645 square feet of floor area on four existing parcels. Existing uses include retail stores, restaurants, and a bank. The proposed Phase II expansion consists of nine additional commercial buildings on 11 additional parcels with a combined total of approximately 80,000 square feet of retail, restaurant, commercial and office uses, a 55,136 square foot, 100-room hotel, a small community pavilion/amphitheater and on-site parking, lighting, signage and landscaping. For details, refer to the Project Site Plan (Exhibit H).

In addition to phased commercial development, Project approval would also allow outdoor special events at specified locations within the existing Phase I and proposed Phase II of the Montano De El Dorado Master Plan, including activities at the proposed community pavilion, as shown and described on the attached Outdoor Special Events Plan (Exhibit I). Approval would also allow medical and professional offices within both Phase I and Phase II of the project site. Phase I and II would include a total of approximately 174,781 square feet of combined retail, office, hotel and restaurant uses that are consistent with the existing commercial development in the area. The Project conforms to all applicable policies of the General Plan and provisions of both the Zoning Ordinance and Subdivision Ordinance as discussed further in this report and as illustrated in the Findings section below.

### **OTHER PROJECT CONSIDERATIONS**

#### **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 any identified negative fiscal or economic impacts, if any, are fully mitigated.

On July 2, 2019, Economic and Planning Systems, Incorporated (EPS) completed a Public Facilities Financing Plan (PFFP) for the project (Exhibit J) to address the requirements of Policy 10.2.1.4 and 10.2.1.5. As discussed in these policies, the PFFP was 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 PFFP found that, as proposed and conditioned, the project would be consistent with these policies. The PFFP confirmed the project would pay its fair share toward the cost of public facilities and not create a new cost burden for existing residents in the project vicinity. On January 5, 2021, EPS also 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 K). In this memo, EPS found the project consistent with these additional policies and found that the project would provide a significant 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.

### **Project Appearance/Aesthetics:**

Light and Glare: In response to several public comments regarding aesthetics, the DEIR analyzed impacts related to outdoor lighting and glare associated with proposed Phase II, including light fixtures creating new sources of light that could impact adjacent residential uses to the east of the project site. In addition, windows and architectural features of buildings could reflect sunlight and create glare conditions. Without mitigation, this impact would be significant (DEIR Impact 3.1-2). To ensure the effects of light and glare are reduced to less than significant levels, the DEIR includes several mitigation measures, incorporated into the project’s CEQA MMRP) (Exhibit L), including a measure to require final improvement plans to include specifications that demonstrate outdoor lighting is located, adequately shielded, and directed such that no direct light falls outside the property line, or into the public right-of-way consistent with Title 130, Chapter 130.34 (Outdoor Lighting) of County Code. In addition, the MMRP also includes DEIR mitigation measures to require final building plans to identify the use of nonreflective building materials and glass that will avoid the creation of offsite glare during daytime hours (DEIR Mitigation Measures 3.1-2a: Demonstration of Compliance with County Lighting Standards and 3.1-2b: Use of Nonreflective Building Materials).

Building Height: In response to several public comments regarding the height of proposed structures under Phase II (including two exceptions to maximum building height under proposed Planned Development PD15-0004), the project EIR also analyzed potential impacts related to the views from adjacent residential units to the east of the Phase II site. This analysis is included in Chapter 3 of the DEIR (Aesthetics) under Impact 3.1-2: “Effects to Visual Character of Public Views and Consistency with County Standards” (DEIR, p. 3.1-11). A detailed discussion of visual impacts from proposed Phase II structures is also included in Section 2 of the Final EIR (Responses to Comments) in response to public comment No. 04-6 (Final EIR, p. 2-46).

In summary, the EIR analyzed three specific building elevations for Phase II that would be within the private viewsheds from existing residences to the east of the Project site (proposed Buildings No. 1, 10 and 4; Refer to Architectural Elevations, Exhibit Q) and concluded that these proposed buildings in Phase II would be similar in scale and massing to buildings in the Phase I area and in the El Dorado Hills Town Center and would blend into the suburban visual character of the project area from existing public views along Latrobe Road, as well as distant public views along White Rock Road, Windfield Way, and Golden Foothill Parkway (refer to Draft EIR

page 3.1-11). Therefore, the EIR concluded that proposed Phase II structures would not cause a significant impact to visual character.

Further, the EIR also analyzed published CEQA case law regarding visual impacts and determined that the obstruction of a few private views in a project's immediate vicinity is not considered a significant environmental impact (Final EIR, p. 2-46) (refer to *Bowman v. City of Berkeley* [2004] 122 Cal.App.4th 772 and *Ocean View Estates Homeowners Assn., Inc. v. Montecito Water Dist.* [2004] 116 Cal.App.4th 396). Although not considered a significant environmental impact for purposes of CEQA, proposed building height exceptions for Phase II can be evaluated by the Planning Commission and the Board of Supervisors as part of their deliberations for the project.

### **Transportation and Traffic:**

In February 2019, the transportation engineering firm Kimley Horn and Associates prepared a Transportation Impact Study (TIS) for the project. The TIS analyzed the impacts of the project on both on-site and off-site transportation and circulation (Exhibit M).

The project EIR incorporated the results of the TIS into Draft EIR Chapter 3.12 (Transportation and Traffic), as discussed below. The TIS analyzed both on-site and off-site impacts resulting from the Phase II expansion.

On-site impacts included:

1. Increased use of existing driveways
2. Use of two new access driveways on the south site of the site, including:
  - a. A new right-in/right-out driveway along Latrobe Road at the southernmost corner of the project site
  - b. A new left-in/right-in/right-out driveway along Latrobe Road.

Off-site impacts analyzed included impacts to local:

1. Intersections
2. Roadway segments
3. Freeways

The EIR also analyzed several specific topics of local concern. These topics came from public comments received in response to the EIR Notice of Preparation released on October 1, 2018. Discussion of these topics has been analyzed in both the DEIR Chapter 3.12 and in the FEIR Responses to Comments (pp. 2-46 and 2-47).

Topics of local concern included:

- Traffic operational impacts to Latrobe Road, White Rock Road, and US 50
- Traffic impacts of the project when combined with other planned development
- Traffic safety

- Parking impacts to adjoining residential areas during special events on the project site
- Potential for cut-through traffic into the residential neighborhood east of the project

The Effect of Recent Changes to CEQA Regarding Transportation/Traffic Impacts:

**Traffic Congestion**

On December 28, 2018, new legislation was certified determining that “a project’s effect on automobile delay (traffic congestion) shall not constitute a significant impact.” (California Code of Regulations Section 15064.3) Therefore, traffic congestion can no longer be considered a significant impact for purposes of CEQA.

However, as County General Plan policy requires a traffic congestion analysis for all discretionary development projects, the project EIR also included an evaluation of changes in roadway traffic congestion in the Draft EIR as Section 3.12.4, “Non-CEQA Traffic Operations Analysis.”

As traffic delays can no longer be considered as CEQA impacts, measures included in Section 3.12.4 to reduce the effects of project-related traffic congestion have been incorporated instead as County Department of Transportation (DOT) conditions of approval.

**Vehicle Miles Traveled**

In 2018, the California Legislature also amended Section 15064.3 to replace automobile delay with a new metric to measure transportation impacts: Vehicle Miles Traveled, or VMT (the amount and distance of automobile travel attributable to a project).

Under the new VMT criteria, a significant transportation impact could occur for any project that results in a net increase of VMT when compared to existing conditions. As evaluated in detail in Draft EIR Section 3.12 (Transportation/Traffic), the EIR found the project would result in a significant and unavoidable impact to VMT.

Except for VMT, the Draft EIR found all other impacts to transportation and circulation, as discussed above, would be less than significant.

**Signs:**

Background: Signs in Phase I were previously entitled in 2006 under a previous sign program associated with Design Review Permit DR04-0019 (Exhibit N). No changes to the existing approved Phase I sign program are proposed as part of the Project. In 2006, the phase I sign program generally conformed to the then-current (two-page) Sign Ordinance (old Chapter 17.16) and other zone-specific sign development standards. However, as part of the County’s 2015 Sign Ordinance Update project, broad changes to sign permit requirements and development standards were incorporated into the current, 44-page, Chapter 130.36 (Signs). After adoption of this new chapter, many of the existing Phase I signs (e.g. building-attached signs, monument signs) became inconsistent with the permit requirements and development standards in the current ordinance. For a summary of the differences between the previous Phase I sign program and current Uniform Sign Program requirements please refer to the attached chart (Exhibit O).

Proposed Phase II Uniform Sign Program:

The applicant's goal for the Phase II sign program is for new signs to be similar in character, size, location and number to the existing signage authorized for Phase I. However, as a result of the broad 2015 ordinance changes, which included new sign permit requirements and new restrictions on the number, size and type of signs allowed for Uniform Sign Programs (Sections 130.36.080(A) and 130.36.080(B)), modifications to the existing nonconforming Phase I sign program would not be feasible for Phase II. A new Uniform Sign Program would be required.

Section 130.52.040(A) (Development Plan Permit - Process) specifically provides for flexibility from the strict application of Zoning Ordinance standards to allow for proposed developments to utilize innovative site planning techniques and other effective design responses to site features, uses on adjacent properties and environmental constraints. Further, Section 130.52.040(D)(2) (Development Plan Permit - Scope of Approval) also allows a Development Plan Permit to establish project-specific design guidelines to be applied consistently throughout a common development, including but not limited to architectural standards and review processes, landscape standards, maintenance agreements, sign programs and CC&Rs.

Section 130.36.080(B) (Uniform Sign Program Required) requires applicable decision-makers to approve a new Uniform Sign Program in conjunction with other entitlements. Due to the extensive time required to develop a complete ordinance-compliant Uniform Sign Program for this site (approximately 5-8 months), the applicant has submitted a Conceptual Draft Phase II Uniform Sign Program (Exhibit P) to provide the Commission with general information regarding proposed sign character, size, type, and locations consistent with the new ordinance. As specified under Sections 130.52.040(A) 130.52.040(D)(2) above, the adopted Development Plan for Phase I and Phase II would provide flexibility from the concurrent review requirement to allow the applicant additional time to develop a final site-sensitive and ordinance-compliant Uniform Sign Program. As proposed and conditioned, and with concurrence by the applicant, a final Phase II Uniform Sign Program would be required to be submitted for Commission review within one year after project approval.

**BACKGROUND**

Phase I of the Montano De El Dorado Commercial Center was originally entitled in 2006 with a four-lot Commercial Tentative Parcel Map (P04-0012) and Design Review Permit (DR04-19S) to allow four commercial buildings with associated parking, lighting, landscaping and signage. In 2011, original Design Review Permit DR04-0019 was amended to add a fifth commercial building, additional parking and building façade improvements (DR04-0019-R1 and DR04-0019-R2). In 2013, Conditional Use Permit (CUP) No. S12-0005 was approved for outdoor music events at an existing patio/common area adjacent to an existing restaurant (Relish Burger Bar) on the northwest corner of the Phase I property. In 2018, another CUP (CUP18-0008) was approved for a dentist in the northeast corner of the Phase I property. From 2013 to the present, there have also been more than 10 Temporary Use Permits (TUPs) for annual special events in the central Phase I parking area adjacent to another restaurant (the Handles Irish Pub). For details regarding the location of current uses and events at the Phase I center, please refer to the site aerial photo and project site plan, Exhibits C and E.

## **ANALYSIS**

**Site Description and Adjacent Land Use/Zoning:** Exhibits C and F (Site Aerial Photo and Zoning Map) detail the adjacent uses and zoning. The project site is located on the east side of Latrobe road at the intersection with White Rock Road in the unincorporated community of El Dorado Hills, approximately 0.5 miles south of U.S. Route 50. Existing land uses adjacent to the project site include the Town Center commercial development, on lands zoned General Commercial (CG) to the north, single-family residential uses on lands zoned Residential, Single Unit (R1) to the east (Creekside Greens Development), an existing retail store (Walgreens) and three vacant parcels on lands zoned Research and Development (R&D) to the west and existing commercial development on lands zoned Research and Development (R&D) to the south.

The project site (Phase I and Phase II) is approximately 20.1 acres. Phase I consists of the existing commercial center, consisting of five buildings constructed between 2006 and 2011, on the 20.1-acre project site on four parcels with a combined total of 39,645 square feet of floor area. Existing uses include retail stores, restaurants, and a bank with associated parking, lighting, landscaping and signage (Refer to Project Site Plan, Exhibit H). The southeast portion of Phase I also contains a graded, gravel-covered area used for additional parking for the Phase I center. The remainder of the site to the south and southeast (Phase II) is currently undeveloped and consists of nonnative annual grassland with rock outcroppings scattered throughout the property. There is a single native oak tree on the project site adjacent to existing commercial building C. However, that single tree was previously preserved and incorporated into the development plan for Phase I, and would not be impacted by the current project. As there are no native oak trees on the Phase II site, no oak trees would be removed or impacted by the project. Elevations range from 575 to 640 feet above sea level with slopes ranging between 10 percent and 40 percent.

**Project Description:** The Montano De El Dorado Phase I and II Master Plan Project (Project) consists of a commercial development with two phases: Phase I consists of the existing commercial center, consisting of five buildings, on the 20.1-acre project site with a combined total of 39,645 square feet of floor area on four separate parcels. Existing uses include retail stores, restaurants, and a bank (Refer to Project Site Plan, Exhibit H). The proposed Phase II expansion consists of nine additional commercial buildings with a combined total of approximately 80,000 square feet for retail, restaurant, commercial and professional/medical office uses, a 55,136 square foot, 100-room hotel, a small community pavilion and on-site parking, lighting and landscaping (Exhibits H, R and S). The Development Plan also includes an allowance for medical and professional offices within the existing buildings of Phase I under a requested Conditional Use Permit. The following additional entitlements are required for the Phase I and Phase II Master Plan as proposed: Rezone Z15-0002 to change the existing combining zone on the project parcels from Community Design Review (-DC) to Planned Development (-PD); Tentative Parcel Map P15-0006 to create 12 additional commercial parcels; Planned Development Permit PD15-0004 to establish an official commercial Development Plan for the existing Montano De El Dorado Phase 1 development and the proposed Phase II expansion (“Montano Phase I and II Master Plan”) and Conditional Use Permit S17-0015 to allow outdoor special events and office uses within existing Phase I and proposed Phase II of the Montano De El Dorado Master Plan. The project will be conditioned to require Codes,



Covenants and Restrictions (CC&Rs) be recorded on all project parcels (Phase I and Phase II) to ensure all common areas, building exterior finishes and colors, exterior lighting, public utility infrastructure, landscaping and (future) signage is maintained in perpetuity. Further, to ensure vehicular/emergency vehicle access and public utilities would be shared and maintained in perpetuity for all project parcels, the applicant will be conditioned to record an irrevocable reciprocal parking, public utilities and vehicular/emergency vehicle access agreement upon all resulting parcels associated with Tentative Parcel Map P15-0006.

The following is a detailed summary of the project:

**Rezone:** Exhibit F details the proposed rezone for the project. The proposed commercial development is consistent within the range of allowable uses identified under the Commercial land use designation, which includes commercial retail, office, and service uses providing service to residents, businesses, and visitors in the area. With the exception of office uses requested under Conditional Use Permit S17-0015, as detailed below, the development is consistent with the CR base zone designation. Proposed rezone Z15-0002 would replace the Community Design Review combining overlay zone (-DC) overlay with the Planned Development (-PD) combining overlay zone to facilitate the provisions of the Planned Development under Chapter 130.28 of the Zoning Ordinance to incorporate a small community pavilion as part of the project design (Exhibit H), and to integrate other project-specific design elements such as specific architectural themes and styles (Refer to Project Architectural Elevations, Exhibit Q), limited building height exceptions, a Landscaping Plan (Exhibit R), Outdoor Lighting Plan (Exhibit S), the proposed Parking and Circulation Plan (Refer to the Project Site Plan, Exhibit H), Uniform Sign Program (Refer to Conceptual Draft Phase II Sign Program, Exhibit P) and maintenance agreements into the official Development Plan. Detailed project consistency analysis with applicable General Plan policies is discussed in the Findings section of this staff report.

**Tentative Parcel Map:** As shown in Exhibit T, proposed Tentative Parcel Map P15-0006 would further subdivide the project site creating 12 additional commercial parcels on the existing 20.1-acre project site in accordance with applicable development standards of the Zoning Ordinance and provisions of the Subdivisions Ordinance. The proposed commercial Parcels (proposed Parcels 1 through 12), range in size from approximately 0.54 acres to 3.3 acres in size. Most project parcels will conform to the required minimum development standards of the CR zone district, including minimum lot size and lot width. However, the proposed Development Plan, as discussed below, will allow for modifications in lot size and width in order to allow for clustering of proposed commercial buildings and to provide for a lotting pattern that best integrates shared parking/traffic circulation, landscaping, pedestrian walkways and common areas. The Tentative Parcel Map also includes areas for dedication of easements for wet and dry utility services to each of the proposed buildings as shown. In addition, to ensure access for public utilities and vehicles (including emergency vehicles) to the project site is maintained in perpetuity, “blanket” reciprocal access and utility easements will be recorded along with the Final Map and also included in the Codes, Covenants and Restrictions (CC&Rs) for each of the 12 additional parcels as further discussed in the Project Description above.

A final Parcel Map would need to be filed in order to legally create these parcels. Detailed consistency analysis with the County Subdivisions Ordinance is further provided in the Findings section below.

**Planned Development Permit:** As an integrated commercial development, Development Plan PD15-0004 (Montano Phase I and II Master Plan) consists of 14 separate buildings (five existing buildings, A through E, and proposed buildings 1 through 10) that would accommodate retail, restaurant, hotel and office uses consistent with the CR zone district and an allowance for office uses under requested Conditional Use Permit S17-0015. The Development Plan would also allow for exceptions to the development standards for the CR zone district, as shown in Table 1 below, including limited exceptions to the maximum 50-foot building height and required building setbacks to property lines. Further, the Development Plan would also allow for clustering of proposed commercial buildings to accommodate the physical dimensions of the site and provide for shared amenities including parking/traffic circulation, landscaping, pedestrian walkways and common areas. The Development Plan would also incorporate specific design elements for commercial buildings, landscaping and outdoor lighting to ensure architecture and design remains consistent throughout Phase I and Phase II. To ensure parking/circulation, exterior building colors and finishes, landscaping and common areas are maintained in perpetuity, CC&Rs would also incorporate requirements for shared maintenance of the above features. Specific components of the Development Plan for Phase I and Phase II consist of the project Site Plan (Exhibit H), Architectural Building Elevations (Exhibit Q), Landscaping Plan (Exhibit R), Outdoor Lighting Plan (Exhibit S) and a Uniform Sign Program (Draft Conceptual Uniform Sign Program attached as Exhibit P). Additional discussion of parking, architectural design, landscaping and outdoor lighting is found under the following discussions below.

<b>Table 1. CR Zone District Development Standards and Proposed Planned Development Modifications (Modified from Table 130.22.030)</b>		
<b>Development Attribute</b>	<b>CR Zone District</b>	<b>Montano De El Dorado Phase II (Proposed Parcels 1-12)</b>
Minimum Lot Size (in square feet)	100,000 <sup>1</sup>	Varies. Ranges from approx. 23,500 sf (.54 acres) to approx. 143,750 sf (3.3 acres)
Minimum Lot Width (in feet)	70	Varies (approx. 50 feet to over 250 feet)
Setbacks (in feet) Front and secondary front <sup>2</sup>	20	Varies (0 feet to more than 50 feet)
Sides and Rear <sup>3</sup>	0 or 5	Varies. Internal property lines range from 0 feet to over 30 feet.
Sides and Rear (Abutting R, R1A, R2A, R3A, and RE Zoned Land) <sup>4</sup>	10 or 30	Approx. 20 feet (East property lines abutting R1 zoned land)
Maximum Building Height (in feet)	50	Overall Consistent. Exceptions include a 52-foot architectural feature on proposed hotel and a 70-foot tower feature on proposed retail building No. 3.
Floor Area Ratio <sup>5</sup>	.85	No modification proposed. FAR Varies from approx. 0.19 to 0.38
<b>Notes:</b> <sup>1</sup> Does not limit the creation of new smaller lots within a regional commercial facility. <sup>2</sup> Subject to Landscaping requirements in the site planning and design manual. <sup>3</sup> Zero lot line with fireproof wall and no openings, meeting building and fire code requirements, otherwise the 5 foot setback applies. <sup>4</sup> Subject to Landscaping Ordinance requirements in the site planning and design manual. <sup>5</sup> Ratio of allowable floor area to lot area (per individual parcel).		

**Parking, Architectural Design, Landscaping and Outdoor Lighting Associated with PD15-0004:**

**Parking and Circulation:** Both Phase I and Phase II would be served by shared on-site parking and circulation designed with integrated landscaping, lighting and loading areas (Exhibit H). To ensure parking requirements are integrated between Phase I and Phase II and to ensure the number of total parking spaces available for both phases will accommodate all allowed uses in Phase I and all proposed uses for Phase II in perpetuity, the Development Plan proposes parking for both phases under the mutually shared parking concept for a Community Shopping Center (shopping center with gross floor area [GFA] between 15,000 sf and 400,000 sf). Pursuant to Zoning Ordinance Table 130.35.030.1 (Schedule of Off-Street Vehicle Parking Requirements), a Community Shopping Center requires parking at the shared rate of 1 parking space for every 400 square feet of GFA. All buildings within Phases I and II together total 174,781 square feet of GFA, and therefore, 437 parking spaces are required to accommodate all existing and proposed uses. As proposed, the project will provide approximately 767 parking spaces which equates to a surplus of approximately 330 spaces. Under the proposed Development Plan, this parking surplus would allow for short-term temporary special events, under both existing Special Use

Permit S12-0005 (outdoor music events for Relish Burger Bar) and the proposed Conditional Use Permit CUP S17-0015 for additional outdoor events under the current project, to temporarily occupy small groups of parking spaces in areas shown on the Outdoor Special Events Plan (Exhibit I). This parking surplus would allow for safe pedestrian access to be maintained throughout the center during each special event and also ensure adequate and safe parking will be available even during special events or peak shopping periods. The integrated parking plan for Phases I and II includes 241 existing parking spaces (158 standard spaces, 73 compact spaces and 10 Accessible spaces) and 526 proposed spaces (468 standard spaces, 39 compact spaces, and 19 Accessible spaces). Important Note: Table 130.35.030.1 does not require a Community Shopping Center to be parked based on the square footage of each individual building and associated use(s). However, for illustrative purposes only, the applicant has provided a detailed parking breakdown (Refer to Project Site Plan, Exhibit H) showing the proposed location and type of proposed parking spaces and the buildings/uses in Phases I and II that would be served by adjacent parking spaces.

As proposed and conditioned, all parking and loading areas will conform to the required development standards found in the Community Design Standards for Parking and Loading. Site access would be provided at four locations: Two existing access points along the north project boundary including an existing full signalized intersection at White Rock Road and Post Streets and an existing right-in, right-out restricted access to White Rock Road, and two proposed access points along the western project boundary including a proposed full signalized intersection at Latrobe Road approximately 500 feet south of the intersection with White Rock Road, and a restricted right-in, right-out access to Latrobe Road near the south project boundary (Exhibit H).

Proposed Building 7, which includes a fast food restaurant, features a double drive-through stacking lane designed to safely hold 19 vehicles at one time (Exhibit H). Based on the project's TIS completed by Kimley Horn and Associates on February 1, 2019 (Exhibit M, p. 51), the proposed drive through facility would have an expected maximum queue of 13 vehicles during peak periods. For the most accurate estimate of expected vehicle queues at peak periods, the TIS estimated the maximum vehicle queuing for this drive through facility based on a comparison with three similarly sized fast food restaurants in a similar urban setting (South Placer County). To ensure vehicular and pedestrian safety, the stacking lane would be permanently separated from vehicles and pedestrians by three approximately 20-foot wide landscaped buffers along the north, west and south sides as shown on the Preliminary Site Plan. The drive through facility conforms to all required development standards for drive through facilities as outlined in the Community Design Standards for Parking and Loading, Section 4.4(H) (Drive Through Facilities). *Note: As the project was deemed complete on January 10, 2017, the September 1, 2020 Zoning Ordinance amendments to the development standards and parking space requirements for drive through facilities (new Section 130.40.140 – Drive Through Facilities), would not apply to this project.*

Architectural Building Elevations: To ensure all commercial buildings in Phase II are architecturally consistent with the architectural themes and building massing in Phase I, the applicant submitted architectural building elevations for each of the proposed Phase II structures to be included as part of the Development Plan for the site (Exhibit Q). Prior to issuance of building permits, all future structures will be required to demonstrate substantial conformance

with the approved building elevations shown in this exhibit.

**Landscaping Plan:** As proposed and conditioned, all proposed landscaping will conform to Chapter 130.33 (Landscaping Standards), the Community Design Standards for Landscaping and Irrigation and the California Model Water Efficient Landscape Ordinance (MWELo).

New landscaping for Phase II will be consistent with the existing landscaping within Phase I, with modifications as needed for consistency with Chapter 130.33, the Community Design Standards for Landscaping and Irrigation and the MWELo. Along the west project boundary along Latrobe Road, new landscape plantings would be consistent with similar plant material at the existing Phase I road frontages at the north and northwest sides of the site. Along the eastern boundary of the project, new evergreen and fast growing deciduous trees would be planted as a buffer to adjacent residences. On the interior of Phase II, new landscape trees would shade more than 60 percent of paved parking areas. In addition, several low impact development (LID) water quality basins are proposed in order to absorb excess stormwater runoff. These basins would contain a blend of attractive evergreen shrubbery, grasses, and rushes. Landscape plans are included as Exhibit R.

**Outdoor Lighting Plan:** Proposed outdoor lighting for Phase II, including fixture type and location, is shown on the Outdoor Lighting Plan (Exhibit S). As indicated on the plan, all Phase II Outdoor lighting will be designed to match the existing lighting in Phase I. To ensure the effects of light and glare to adjacent residents are minimized to the greatest extent feasible, the DEIR includes Mitigation Measure No. 3.1-2 (Demonstration of Compliance with County Lighting Standards), which has been incorporated into the project's Mitigation Monitoring and Reporting Program (MMRP) (Exhibit L). This measure requires final improvement plans include specifications that demonstrate outdoor lighting is located, adequately shielded, and directed such that no direct light falls outside the property line, or into the public right-of-way consistent with Title 130, Chapter 130.34 (Outdoor Lighting) of County Code. Within this chapter, Section 130.34.020 (Outdoor Lighting Standards) also requires a project to demonstrate conformance with the County's adopted Outdoor Lighting Standards (Resolution No. 199-2015). The Outdoor Lighting Standards include specific requirements for outdoor lighting practices and systems and also place limitations on total light output from a project.

**Conditional Use Permit:** Conditional Use Permit S17-0015 would allow outdoor special events and office uses within Phase I and Phase II of the Montano De El Dorado Master Plan. This Conditional Use Permit would include outdoor special events within the parking lots of the existing Phase I and within the proposed community pavilion and parking lots within proposed Phase II. Outdoor special events would be limited to the type, date range(s) and locations as shown and described in the attached Outdoor Special Events Plan (Exhibit I). All events at the proposed community pavilion would not conduct amplified music or speech more than once per week. With the exception of once-weekly outdoor movie nights (April–September), concluding at 10:00 p.m., all events with amplified sound would conclude no later than 9:00 p.m. Although the current ordinance requires a CUP for office uses in the CR zone, future Zoning Ordinance amendments could, at a future time, allow office uses by right in the CR zone. In the event the Zoning Ordinance is amended to allow office uses by right in the CR zone, the project has been conditioned such that the provisions of CUP S17-0015 applying to office uses in Phase I and

Phase II shall no longer apply to this project. Such provisions shall be of no further force and effect as of the effective date of such future ordinance amendment(s).

**Site and Access Improvements:**

Access and Frontage Road Improvements: Site access would be provided at four locations: Two existing access points along the north project boundary including an existing full signalized intersection at White Rock Road and Post Streets and an existing right-in, right-out restricted access to White Rock Road, and two proposed access points along the western project boundary including a proposed full signalized intersection at Latrobe Road approximately 500 feet south of the intersection with White Rock Road, and a restricted right-in, right-out access to Latrobe Road near the south project boundary (Exhibit H). Project frontage improvements for Phase II include a new curb, gutter, and sidewalk with a total width of 6-feet proposed adjacent to the existing right-of-way of Latrobe Road fronting the project site, and would be consistent with existing curb, gutter, and sidewalk fronting the Phase I retail center. The portion of the sidewalk from the south entrance to Monte Verde Drive would be a shared use sidewalk that is 10 feet in width. It would be an extension of the Latrobe Trail, a class I paved bike path. For additional details, refer to the project Site Plan, Exhibit H.

Utilities and Drainage: The commercial development would be served by El Dorado Irrigation District (EID) for potable and recycled water and sewer service. Potable water service would be provided via on-site connections to existing 10-inch water pipelines under Phase I and additional connections to 10-inch and 12-inch water pipelines under Latrobe Road as part of Phase II. The existing municipal water grid system would also be extended and connected to the project site as shown on the preliminary Water and Sanitary Sewer Plan (Exhibit U). For additional details, also refer to the Preliminary Grading, Drainage and Paving Plan (Exhibit V).

Wastewater service would be provided via both onsite and offsite improvements including installation of new sewer lines to connect to an existing 8-inch sewer line currently serving Phase I and off-site construction of a new 8-inch wastewater conveyance pipeline from the southern portion of the project site within Latrobe Road and Golden Foothill Parkway to interconnect with an existing 8-inch pipeline under Golden Foothill Parkway approximately 1,300 feet west of the project site (Exhibit U). As required by EID standards, including those discussed in the project Facilities Improvement Letter (Exhibit W), the above utility services would be required prior to issuance of a building permit and/or recordation of the Final Parcel Map.

Electric service would be provided by extension to existing PG&E facilities currently serving Phase I. PG&E has indicated their utility has adequate existing infrastructure and capacity to serve the project as indicated on project plans.

Stormwater drainage improvements has also been incorporated into the project in compliance with applicable County stormwater management regulations including the El Dorado County Drainage Manual and the Western El Dorado County Storm Water Management Plan (SWMP). Proposed improvements include on-site and off-site drainage inlets, manholes, and pipelines designed to collect and convey stormwater to one of the two 24-inch storm drains beneath Latrobe Road. On-site storm drainage improvements would be designed to reduce impacts to

existing drainage systems including underground stormwater detention systems and aboveground basins to detain runoff such that pre-development flow volumes are maintained. On-site stormwater runoff would also be treated to minimize any impacts to water quality via Low Impact Development (LID) and water quality treatment BMPs used in the project design including rooftop and impervious area disconnection, bioretention facilities and on-site drains connected to underground water storage/filtration units. In the parking area and drive aisle in front of Buildings 5 and 6, where bioretention/biofiltration and water filtration units would not be feasible, specialized water filtration inlets would be used. Stormwater treatments are shown on the preliminary grading and drainage plan (Exhibit V).

Site Improvements and Grading: The currently undeveloped portion of the project site (approximately 16.85 acres) would be disturbed as part of grading and site improvement activities associated with the project. Grading permits would be required prior to the start of construction. Anticipated site improvements would include grading, construction of the parking lot, including interior drive aisles and access points, trenching for the underground wet and dry utilities, installation of retaining walls and establishing of final pads for each commercial building as shown on the project site plan and grading plan (Exhibits H and V). Construction of the project would include finish grading for building pads and foundations. Total graded material would include approximately 201,800 cubic yards (CY) of cut and 31,700 CY of fill with up to 170,100 CY of soil to be exported off-site. Up to 35 construction workers would be anticipated on site during each construction phase of the project. To minimize impacts of construction noise, all noise generating activities would be required to comply with specific noise and vibration mitigation measures as described in the project EIR and as implemented in the Mitigation Monitoring and Reporting Program (MMRP) (Exhibit L) including Mitigation Measure No. 3.10-1 (actions to reduce exposure to construction-generated noise) and Mitigation Measure No. 3.10-2 (actions to reduce short term construction vibration impacts) including limiting construction to between the hours of 7 a.m. to 7 p.m. Monday through Friday and 8 a.m. to 5 p.m. on weekends and federally recognized holidays. Project construction may also include minor blasting, if needed, if significant rock outcroppings are encountered during site grading. To ensure any blasting impacts, including airborne dust, noise and vibration, are minimized to the greatest extent feasible, blasting activities would be required to comply with the construction hours specified above, as well as Air Quality Management District (AQMD) regulations regarding fugitive dust (COA #26). Construction is anticipated to occur in several phases between 2021 and approximately 2026.

#### Retaining Walls:

Retaining walls are proposed along the Latrobe Road frontage to match in type and kind the existing walls at Phase I. The tallest wall along Latrobe Road is expected to be 19 feet, located near the northwest corner of proposed Building 8, near the existing boundary of Phase I. To help visually buffer site views from Latrobe Road, the project will include a new landscape buffer between the back of the sidewalk and the proposed retaining wall along the Latrobe Road frontage (Exhibit R). A segmental or concrete masonry unit (CMU) retaining wall is proposed along the eastern project boundary, adjacent to existing single-family residences. At the northernmost point along the project site's eastern boundary, there is an existing crib wall that was constructed as part of the Phase 1 project. At this point, the proposed grade would be

approximately 15.7 feet above the adjacent residential grade to the east. Proceeding south, the grade diminishes until the project site and adjacent residential lots are even. From that point heading south, the project site would be below the grade of the existing residential lots to the east and a retaining wall would be constructed between the project site and the residential parcels. This southern retaining wall would be approximately 18 feet at its highest point at the southernmost end of the project site. Additional internal retaining walls are proposed within the Phase II area due to large slope differences. All retaining walls would be constructed in conformance with County standards. For details, please refer to the Grading and Drainage Plan, Exhibit V.

#### Solid Waste Collection Facilities:

To minimize the effects of new solid waste and recycling collection facilities (dumpsters) for Phase II, the applicant will be required to screen all dumpsters from view and locate them in close proximity to each proposed commercial building. All collection facilities will be located as far from adjacent residential uses as practically feasible. To ensure final installation of all future waste and recycling collection facilities complies with this requirement, these requirements have been incorporated into the project as Condition of Approval (COA) No. 9.

#### CONSISTENCY ANALYSIS

The project has been reviewed and verified for conformance with applicable General Plan policies, provisions of the Zoning and Subdivisions Ordinances and the California Environmental Quality Act (CEQA). The following is a summary of the project consistency analysis. Detailed discussion is provided in the Findings section below.

#### General Plan:

The project is consistent with all applicable General Plan policies including Policy 2.2.1.2. (Commercial Land Use Designation), Policy 2.2.5.2 (General Plan Consistency), Policy 2.2.5.21 (compatibility with adjoining land uses), Policy 2.8.1.1 (lighting standards for elimination of glare), Policies TC-Xa through TC-Xi (applicable Transportation and Circulation Element policies), Policy 5.1.2.1 (adequacy of public services and utilities), Policy 5.2.1.2 (adequate quantity and quality of water for all uses, including fire protection), Policy 5.1.2.3 (payment of fair share of infrastructure costs), Policy 5.7.1.1 (water supply and access for fire protection), Policies 5.7.3.1, 5.7.4.1 and 5.7.4.2 (adequate law enforcement and emergency medical facilities), Policy 6.2.3.1 (adequate fire protection), Policy 6.2.3.2 (adequate access for emergencies), Policies 6.5.1.2 and 6.5.1.3 (acoustical analysis and noise mitigation) and Policies 10.2.1.4, 10.2.1.5, 10.2.2.2, 10.2.5.1 and 10.2.5.2 (applicable Economic Development Element policies). Further details are discussed in the Findings section below.

Zoning Ordinance: Staff has determined that the project, as proposed and conditioned, conforms with all applicable development standards and requirements of Title 130 of the County Ordinance Code (Zoning Ordinance). The project is consistent with the CR zone district development standards in Chapter 130.22.030 (Commercial Zone Development Standards) for minimum lot size, lot width, maximum building height, building setbacks and Floor Area Ratio



(FAR). Minimum building setbacks for the CR zone include 20 feet for the front and secondary front, zero or five feet for the sides and rear, and either 10 or 30 feet for property lines abutting residential zoned lands (east side of the project parcel). The planned development overlay allows use of flexible development standards, allowing specified exceptions to the development standards for the CR zone under the official Development Plan. With the exception of modifications to the development standards for the CR zone shown above in Table 1, including parking and loading, building height and building setbacks as allowed under the proposed Development Plan, the project would be consistent with all other applicable development standards of the CR zone district. As a cohesive development concept with shared parking as well as shared vehicular and pedestrian access, the proposed Development Plan would be sufficiently parked and would allow for safe pedestrian, vehicular and emergency vehicle access throughout both Phase I and Phase II of the commercial center. The Development Plan would also allow for uniform building design, shared landscaping and common areas and a uniform outdoor lighting plan throughout both phases. As a Planned Development, the project would be compatible with the surrounding uses and also provide for shared maintenance of parking, landscaping/common areas, outdoor lighting and building exterior finishes/colors to ensure all structures/improvements remain in good condition in perpetuity. The Development Plan minimizes environmental impacts to the greatest extent feasible.

Zoning Ordinance – Signs: Staff reviewed the project for consistency with Section 130.36.080, including Section 130.36.080(A) (Sign Permit Required) and Section 130.36.080(B) (Uniform Sign Program Required) and determined a new Uniform Sign Program would be required for Phase II of the Montano De El Dorado Master Plan. As proposed and conditioned, the project will be consistent with all applicable sign permit requirements.

County Subdivisions Ordinance: Staff has determined the proposed Tentative Parcel Map is consistent with all applicable standards and requirements of the County Subdivisions Ordinance (Title 120 of the County Ordinance Code) including consistency with the General Plan, consistency with zoning regulations and the Minor Land Division Ordinance, and consistency with other specific findings for subdivision map approval. Such findings include documentation that the site is physically suitable for the proposed type and density of development and documentation that the proposed subdivision is not likely to cause substantial environmental damage. Further details are discussed in the Findings section below.

CEQA (Including Public Outreach): The project's environmental review is consistent with CEQA. Below are key milestones and public outreach opportunities from the project's environmental review process to date:

- 1) On July 14, 2017, the County issued a Notice of Preparation (NOP) and invited comments on the scope and content of the DEIR during an initial 30-day period (DEIR Appendix A). A Notice of Availability (NOA) of the draft document was mailed to residences within a one-mile radius of the project site.
- 2) On August 3, 2017, a noticed EIR scoping session was held at the El Dorado Hills Fire Station to receive written and verbal comments from the public and interested parties.

- 3) On October 1, 2018, the County recirculated the NOP for an additional 30-day period due to changes in the project since release of the previous NOP, including minor changes to requested entitlements and the addition of outdoor special events.
- 4) On May 29, 2020, the County released the Draft EIR for a 60-day public review and comment period. An NOA for the DEIR was mailed to residences within a one-mile radius of the project site. The Draft EIR was also submitted to the State Clearinghouse for distribution to reviewing agencies and posted on the Planning Division webpage: (<http://www.edcgov.us/government/planning>).
- 5) On June 25, 2020, the Planning Commission held a public workshop to receive input from agencies and the public on the DEIR. The workshop was recorded may be accessed at the County's Legistar online calendar system: <https://eldorado.legistar.com/MeetingDetail.aspx?ID=782800&GUID=FE356F39-463A-4885-AC6F-34E3B0A04DC7&Options=info|&Search=>.
- 6) Prior to the Planning Commission public hearing on May 25, 2021, the County released the FEIR for review by public agencies, interested members of the public and Planning Commissioners on the Planning Division webpage: <https://www.edcgov.us/Government/planning>. In accordance with CEQA, the FEIR includes comments received from agencies, organizations, and individuals on the content of the DEIR and provides a response/evaluation of each comment received. The DEIR also includes clarifications, corrections or revisions to the DEIR as appropriate based on comments received.

### **Environmental Impacts and Mitigation Measures Analyzed in the Project EIR**

The DEIR reviewed a wide range of environmental topics as required by the CEQA including aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gases, hazards, hydrology and water quality, noise, public services, transportation, utilities and service systems and other considerations. Of these categories, there were several areas with potentially significant impacts including aesthetics, air quality, cultural resources, biological resources, greenhouse gas emissions/climate change, noise and vibration and transportation/traffic. For each identified impact, the DEIR included appropriate mitigation measure(s) to ensure each identified impact would be reduced to a less than significant level whenever feasible. With the exception of noise and vibration impacts (related to project construction) and impacts related to VMT under the transportation/traffic category, the proposed mitigation measures would ensure all identified impacts would be reduced to less than significant levels. As required by CEQA, an implementation program to apply and monitor project mitigation measures is included in a project-specific MMRP (Exhibit L).

For impacts related to construction noise/vibration and VMT, no feasible mitigation measures were available to completely reduce these impacts to less than significant levels. Therefore, staff recommends the Planning Commission forward a recommendation to the Board of Supervisors to adopt project-specific CEQA Findings, including a project-specific Statement of Overriding

Considerations, (Exhibit AA) acknowledging that project benefits override these unavoidable impacts.

DEIR Significant and Unavoidable Impacts:

Noise and Vibration:

The DEIR analyzed noise and vibration impacts related to initial construction and operation of the project and associated effects at sensitive receptors (such as the single-family homes to the east of the project site). Anticipated noise and vibration impacts would include project construction activities, long-term operational impacts from stationary or area noise sources on the project parcels (e.g. mechanical equipment) and long-term operational noise from on-site activities, including special events at the proposed community pavilion and other onsite locations (DEIR Noise and Vibration Impacts 3.10-1, 3.10-2, 3.10-4, 3.10-5, 3.10-6). With the exception of impacts related to short-term construction noise including possible blasting (if required), the DEIR identified several mitigation measures, incorporated into the MMRP (Exhibit L), that would reduce overall noise and vibration impacts to a less than significant level. However, even with mitigation applied, the impact of construction related noise and vibration (DEIR Impact 3.10-1 and 3.10-2) would remain significant and unavoidable.

Transportation and Traffic (VMT):

Under the requirements of CEQA, the DEIR analyzed all applicable transportation and circulation impacts. For details, please refer to the above discussion of Transportation/Traffic issues under the Other Project Considerations section of this report. In summary, the DEIR analysis found the project would not create any significant impacts to transportation and circulation with the exception of increases to VMT under both short-term and long-term (cumulative) conditions. Mitigation has been recommended to reduce this impact (DEIR Mitigation Measure 3.7-1b: Reduce Project-Related Operational Greenhouse Gas Emissions). However, this mitigation measure would not completely offset this impact. Therefore, the impact would be significant and unavoidable. (For details, please refer to the DEIR Transportation/Traffic impact discussion [Impact 3.12-1 and 4-14] and the CEQA Findings section below.

**Conditions of Approval**

Of the eight County and local agencies that submitted comments for the project (DOT, the County Air Quality Management District [AQMD], the Environmental Management Division [EMD], the El Dorado County Transportation Commission [EDCTC], the El Dorado Hills Fire Department [EDH Fire], EID, the El Dorado Hills Community Services District [CSD] and the County Surveyor's office), none of them expressed any significant issues or concerns. Of the above agencies, five of them recommended standard Conditions of Approval (COAs) that have been incorporated into the project as follows: DOT COAs No. 11-20 (project-specific measures to address on-site and off-site impacts to vehicle congestion, standard conditions to address stormwater management and other regulatory standards and requirements), EMD COAs 21-24 (standard conditions to address solid waste and recycled materials), EID COA No. 25 (standard

requirements for issuance of a meter award letter including completion of required water, wastewater and recycled water improvements and easement dedications), AQMD COAs No. 26-33 (standard requirements of law regulating pollutant emissions and measures to reduce Greenhouse Gas emissions), EDH Fire COAs No. 34-48 (standard requirements of law regarding fire flow, building fire sprinklers, emergency vehicle access and vegetative fire clearance) and Surveyor's office COAs No. 49-52 (standard requirements for Tentative and Final Parcel Maps, addressing of future buildings/suites for Phase II).

## SUPPORT INFORMATION

### Findings

### Conditions of Approval

Exhibit A.....	Location Map
Exhibit B.....	Vicinity Map
Exhibit C.....	Site Aerial Photo
Exhibit D.....	Assessor's Parcel Map
Exhibit E.....	General Plan Land Use Map
Exhibit F.....	Zoning Map
Exhibit G.....	Draft Resolution to Certify the Project EIR and Adopt the Mitigation Monitoring and Reporting Program (MMRP) and EIR Statement of Overriding Considerations
Exhibit H.....	Preliminary Site Plan
Exhibit I.....	Outdoor Special Events Plan
Exhibit J.....	Public Facilities Financing Plan, Economic and Planning Systems (EPS), July 2, 2019
Exhibit K.....	EPS General Plan Economic Element Consistency Memo, January 5, 2021
Exhibit L.....	EIR Mitigation Monitoring and Reporting Program (MMRP)
Exhibit M.....	Transportation Impact Study (TIS), KHA, 2019
Exhibit N.....	Existing Montano De El Dorado Phase I Sign Program
Exhibit O.....	Comparison Chart – Existing Phase I Sign Program and current requirements of Chapter 130.36 (Signs)
Exhibit P.....	Conceptual Draft Phase II Uniform Sign Program
Exhibit Q.....	Architectural Elevations
Exhibit R.....	Preliminary Landscape Planting Plan
Exhibit S.....	Outdoor Lighting Plan
Exhibit T.....	Tentative Parcel Map
Exhibit U.....	Preliminary Water and Sanitary Sewer Plan
Exhibit V.....	Preliminary Grading, Drainage and Paving Plan
Exhibit W.....	EID Facility Improvement Letter, February 13, 2019
Exhibit X.....	Signed CEQA Mitigation Measures Agreement
Exhibit Y.....	Draft EIR (DEIR), May, 2020
Exhibit Z.....	Final EIR (FEIR), November, 2020
Exhibit AA.....	EIR Findings of Fact and Statement of Overriding Considerations