

**EL DORADO COUNTY DEVELOPMENT SERVICES  
STAFF REPORT**



**Agenda of:** February 14, 2008

**Item No.:** 11.

**Staff:** Mel Pabalinas

**TENTATIVE SUBDIVISION MAP/MINOR SPECIFIC PLAN  
AMENDMENT/DESIGN WAIVER**

**FILE NUMBER:** TM04-1391 (Carson Creek Phase 2 and Carson Creek Phase 2, Unit 1)

**OWNER/APPLICANT:** Carson Creek El Dorado, LLC (c/o Lennar Communities)

**REQUEST:** The project consists of the following:

- 1) Large-Lot Tentative Subdivision Map (Phase 0) of a 553 acres site creating 24 lots for financing and phasing purposes, ranging from 0.5 acres to 150 acres in size;
- 2) Small-Lot Tentative Subdivision Map (Carson Creek Phase 2, Unit 1) of Large Lots 3-7 (Village 8) and Lots 1 and 2 (Village 6B) from 95.2 acre site to create a Class 1 residential subdivision encompassing a total of 302 residential lots ranging from 4,725 square feet to 14,850 square feet, 18 landscape lots, four open space lots, two private in-tract road lots, and one utility lot (pump station);
- 3) Minor Amendment to the Carson Creek Specific Plan consisting of the following modifications:
  - A) Re-alignment of major residential collector (Carson Crossing Drive);
  - B) Increase of Right-of-Way for residential collector (Carson Crossing Drive) from 60' to 80';
- 4) A request for Design Waiver(s) of the following El Dorado County Design and Improvement Standard Manual (DISM) road standards:
  - A) Construction of Carson Crossing Drive encroachment onto Golden Foothill Parkway based on Standard Plan 103E without the 100' foot tapers; and
  - B) Construction of all proposed encroachments onto Carson Crossing Drive based on Standard Plan 103D without the 100' tapers.

- LOCATION:** South of Golden Foothills Parkway and southeast of White Rock Road, in the El Dorado Hills area, Supervisorial District I (Exhibit A).
- APN:** 117-010-07, -08; and 117-020-01
- ACREAGE:** 553 acres
- GENERAL PLAN:** Adopted Plan (AP)-Carson Creek Specific Plan Area (Exhibit B)
- ZONING:** Adopted Plan- Carson Creek Specific Plan (Exhibit C)
- ENVIRONMENTAL DOCUMENT:** Exempt pursuant to Section 15162 of the CEQA Guidelines; Categorical Exempt under 15303d
- SUMMARY RECOMMENDATION:** Conditional Approval

## **BACKGROUND**

The following details the project background information involving the Carson Creek Specific Plan, Settlement Agreement, and current project setting.

### **Carson Creek Specific Plan**

The Carson Creek Specific Plan (CCSP) Area is encompassed within 710 acres of land located west of Latrobe Road and south of White Rock Road. The anticipated uses included residential, commercial and industrial. The original Specific Plan contemplated a maximum of 2,941 residential units. As a result of litigation, the CCSP was modified which resulted in a reduction of the residential component to 1,700 age-restricted residential units, as defined in California Civil Code Section 51.3. On September 27, 1999, upon entering into a Settlement Agreement with the affected parties, the El Dorado County Board of Supervisors approved the Carson Creek Specific Plan, Development Agreement (DA), and adopted the Environmental Impact Report (EIR) (State Clearinghouse No. 94072021). Table 1 itemizes the approved land use for the CCSP.

**Table 1. CCSP Land Use Calculations**

<b>Land Use</b>	<b>Acreage</b>	<b>Units</b>
<b>Residential</b>		
<i>Villages 1- 10</i>	368.6	1,700
<b>Employment</b>		
<i>Limited Commercial (LC)</i>	4.6	
<i>Community Center (CC)</i>	3.0	
<i>Industrial</i>	59.7	
<i>Research and Development</i>	34.4	
<b>Public</b>		
<i>Parks</i>	37	
<i>Open Space</i>	198.8	
<i>Sheriff's Station</i>	5.4	
<i>Fire Station</i>	1.2	
<b>TOTAL</b>	<b>712.7</b>	<b>1,700</b>

In addition to the projected residential development, the CCSP allows for 40,000 square feet of commercial uses, 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.

*Settlement Agreement and Mutual Release*

As a result of the Settlement Agreement and Mutual Release entered between the litigants (Taxpayers for Quality Growth), the Real Parties (project proponents), and El Dorado County, specific modifications to the CCSP were instituted to minimize development impacts and retaining natural features to the extent feasible. Provided in Attachment 4, the Package of Actions (POA) detail the terms and provisions reached between the parties. Some of these terms include:

- Reduction of the overall 2,434 unrestricted residential units to 1,700 age-restricted residential units (subject to California Civil Code Section 51.3)
- Elimination of Elementary and Middle School Sites
- Redefining and reconfiguring of planned parks
- Incorporation of Open-channel drainage features
- Modified residential collectors/street standards

Additional discussion involving project's conformance to the Settlement Agreement has been provided below.

**Current Setting**

Phase I of the CCSP has been designated as Euer Ranch, which was approved simultaneously with the adoption of the CCSP/Settlement Agreement under Tentative Map Application TM96-1317 (Exhibit E). This northern portion of the plan includes commercially and residentially designated areas. In 2000, the Rolling Hills Christian Church, located at the northern portion of the Euer Ranch, was built. In 2003, a revision to the tentative map was approved authorizing the reconfiguration of the

lots displaced by the church. This amendment was necessary to accommodate the changes resulting from the conversion to an-restricted subdivision. The residential portion of Phase 1 (Euer Ranch-Four Season subdivision), which consisted of a total of 461 lots within eight villages (Villages 1-6A, 7, and 9), has been built out. On January 10, 2006, the Board of Supervisors upheld an appeal of Special Use Permit S05-0014 which allowed the installation of gates at the entrance of Euer Ranch-Four Seasons along White Rock Road and Carson Crossing Drive.

Phase II of the CCSP encompasses the remaining undeveloped southern portion of the plan. Designated as Carson Creek, Phase II anticipates the balance of uses that includes approximately 1,239 residential units (to be developed in two separate units) industrial, research and industrial, and open space uses.

The site is bordered by the Sacramento-El Dorado County Line to the west, the southern portion of Euer Ranch to the northwest, the El Dorado Hills Business Park to northeast and east, and agricultural lands to the south. The project site is characterized by rolling terrain ranging from 10% to 15 % slope gradient. The site is bisected by two perennial wetlands which both travel due south an unnamed tributary from the northwest, and Carson Creek, sourcing from the northeast. The predominant vegetative cover consists of native grass with sparse tree coverage.

Tables 2 and 3 detail the specific land use information of the site and the surrounding properties.

**Table 2. Current Site Land Use Information**

	<b>Project Site</b>
<b>General Plan Designation</b>	Adopted Plan (Carson Creek Specific Plan)
<b>Zoning</b>	Carson Creek Specific Plan Zone Districts (varies)
<b>Use(s)</b>	Undeveloped
<b>Size (in acres)</b>	553.92
<b>Rare Plant Mitigation Area</b>	Mitigation Area 2
<b>School District</b>	Latrobe
<b>Fire District</b>	El Dorado Hills Fire Protection District
<b>Water/Sewer District</b>	El Dorado Irrigation District
<b>County Region</b>	Community Region (El Dorado Hills)
<b>Traffic Analysis Zone(s)</b>	335
<b>Supervisory District</b>	District No.2
<b>Flood Zone</b>	C
<b>FIRM Panel Numbers</b>	060040 0925B
<b>Legal Parcels</b>	Yes
<b>Census Tract</b>	307.04

**Table 3. Surrounding Properties Land Use Information**

	<b>Zoning</b>	<b>General Plan</b>	<b>Land Use/Improvements</b>
<b>North</b>	Carson Creek Specific Plan-Varies	Adopted Plan (Carson Creek Specific Plan)/ Research and Development	Residential/Industrial
<b>South</b>	Exclusive Agricultural (AE)	Limited Agricultural (AL)	Undeveloped (Agricultural/Grazing)
<b>East</b>	Research and Development (R&D)	Research and Development (R&D)	Research and Development
<b>West</b>	NA (Sacramento-El Dorado County Line)	NA (Sacramento-El Dorado County Line)	Undeveloped (Agricultural/Grazing)

**ANALYSIS**

Staff has reviewed the project for compliance with the County’s regulations and requirements. An analysis of the proposal and issues for Planning Commission consideration are provided in the following sections.

**Project Description**

The project consists of the following request:

**1) Large-Lot Tentative Subdivision Map**

In order to develop each phase contemplated by the CCSP, the project includes a request for a large lot tentative subdivision map creating 24 large lots out of the 553 acres encompassing the entire Carson Creek Phase 2 portion of the CCSP. Consistent with Section 5.1 (Implementation-Phasing) of the CCSP, the proposed lots are created for financing and phasing purposes and would establish the configuration for the future lots corresponding with anticipated use and zone designations in CCSP. Several of these large lots are subject to the further small-lot residential tentative subdivision map, which comprise the actual development associated with this request, while the remaining lots are subject to future development proposals. In accordance with Sections 3.3 and 4.0 of the CCSP, the specific zone designation for each lot shall be established at the tentative subdivision map stage. Table 4 provides a summary of each large lot, parcel size, and anticipated use and zone, while Exhibit K graphically depicts the large lot map.

**Table 4. Description of Proposed Large Lots**

<b>Large Lot</b>	<b>Size (in acres)</b>	<b>CCSP Land Use Designation</b>	<b>Anticipated Land Use Zone</b>	<b>Notes</b>
1	7.8	Residential	Single Family Residential min 6,000 sf (SFR-6)	Portion of Village 6B subject to Small lot tentative subdivision
2	6.9	Residential	Single Family Residential min 6,000 sf (SFR-6)	Portion of Village 6B subject to Small lot tentative subdivision
3	11.8	Residential	Single-Family Residential-High Density min 3,000 sf (SFHD)	Portion of Village 8 subject to Small lot tentative subdivision for Carson Creek Phase 2, Unit 1
4	13.7	Residential	Single-Family Residential-High Density min 3,000 sf (SFHD)	Portion of Village 8 subject to Small lot tentative subdivision for Carson Creek Phase 2, Unit 1
5	5.0	Residential	Single-Family Residential-High Density min 3,000 sf (SFHD)	Portion of Village 8 subject to Small lot tentative subdivision for Carson Creek Phase 2, Unit 1
6	9.4	Residential	Single-Family Residential-High Density min 3,000 sf (SFHD)	Portion of Village 8 subject to Small lot tentative subdivision for Carson Creek Phase 2, Unit 1
7	8.5	Residential	Single-Family Residential-High Density min 3,000 sf (SFHD)	Portion of Village 8 subject to Small lot tentative subdivision for Carson Creek Phase 2, Unit 1
8	4.9	Residential	Residential	Subject to future use permit for a Recreational Center serving the residential subdivision
9	12.3	Open Space	Opens Space (OS)	Tributary 3 within Carson Creek Phase 2, Unit 1
10	7.3	Open Space	Opens Space (OS)	Carson Creek within Carson Creek Phase 2, Unit 1
11	11.9	NA	NA	Extension of Carson Crossing Drive (Residential Collector) serving the residential subdivision
12	141.0	Residential	To be determined-Variou	Reserved for future Carson Creek Phase 2, Unit 2
13	6.3	Industrial	To be determined-Industrial	NA
14	3.5	Research and Development	To be determined-Research and Industrial	NA
15	22.7	Industrial	To be determined-Industrial	NA
16	19.4	Industrial	To be determined-Industrial	NA
17	18.8	Research and Development	To be determined-Research and Industrial	NA
18	5.2	Industrial	To be determined-Industrial	NA
19	10.7	Research and	To be determined-	NA

Large Lot	Size (in acres)	CCSP Land Use Designation	Anticipated Land Use Zone	Notes
		Development	Research and Industrial	
20	31.6	Open Space	Open Space (OS)	NA
21	150.7	Open Space	Open Space (OS)	Enhanced open space in conjunction with the natural drainage system
21A	2.3	Open Space	Open Space (OS)	Enhanced open space in conjunction with the natural drainage system
21B	10.7	Open Space	Open Space (OS)	Enhanced open space in conjunction with the natural drainage system
22	10.5	Residential	Residential	Reserved for future Carson Creek Phase 2, Unit 2
23	13.0	Residential	Residential	Reserved for future Carson Creek Phase 2, Unit 2
24	0.5	NA	NA	Extension of Carson Crossing Drive (Residential Collector) serving the residential subdivision

**2) Small-Lot Tentative Subdivision Map (Carson Creek Phase 2, Unit 1)**

The proposed small-lot tentative subdivision map would further divide Large Lots 3-7 (identified as Village 8 in the CCSP) and Lots 1 and 2 (Village 6B) would create a maximum of 302-lot age-restricted residential Class 1 subdivision (Exhibit L). The villages would be physically separated by Tributary 3 (Large Lot 9) with no connectivity in between. Both villages would be accessed along the southerly extension of the existing Carson Crossing Drive, a major collector that connects to White Rock Road to the north, currently serving the Euer Ranch-Four Season subdivision. The road would meander easterly along the southern portion of the villages, looping northerly with its terminus at Golden Foothill Parkway. This residential subdivision would comprise the Unit 1 of the CCSP Phase 2.

Village 6B consists of 47 residential lots ranging from 6,920 square feet to 14, 806 square feet in size, four landscape lots totaling 1.5 acres, and two landscape lots (Lots B and C) connecting to the drainage area (Large Lot 9-Tributary 3). The residential lots would conform to the development standards under the CCSP Section 4.4 (Single Family Residential- 6,000 sf minimum-SFR6), which would also serve as the underlying zone for the village (Exhibit M). Access to the village would be along the extension of Carson Crossing Drive via a primary gated entry on the northern end of the village and a secondary gated exit and emergency access only on the southern end. Designated as Lot R1, the internal private residential street would typically include a two-way 12’ travel ways within a 40’ right-of-way, a rolled curb and gutter, underground utilities, and sidewalks as specified on the map.

Village 8 consists of 255 residential lots ranging from 4,725 square feet to 12, 079 square feet, 13 landscape lots totaling 2.8 acres, two access lots that lead to trail system along the drainage area (Carson Creek), a future Recreation Center (Lot X), and one utility lot (pump station). The residential lots would conform to the development standards under CCSP Section 4.6 (Single Family High

Density- 3,000 sf minimum- SFHD), which also serve as the underlying zone for the village. Access to the village would be along the Carson Crossing Drive via a primary gated entry on the eastern end of the village and a secondary gated exit and emergency access only on the western end. Depending on the specific locations, Lot R2 would provide the internal private residential street/collector that includes two-lane of 12' and 13' travel way within a 40' to 100' Right-of-Ways, rolled/vertical curb and gutter, underground utilities, and sidewalks as specified on the map. Additional discussion involving the road and circulation system has been provided below.

The Unit 1 subdivision would be adjacent to existing surrounding uses. Specifically, a portion of Euer Ranch-Four Season subdivision borders the site to the northwest, and connects to Unit 1 via an extension of a trail. The site is also bordered by a 30' landscape buffer (Lot K and Large Lot 24) along the northern and eastern property line by existing research and development uses, and to the west along the Sacramento-El Dorado County boundary line.

The development of the site would include a mass pad grading that would further determine the buildable location and orientation of the residential unit on each lot. The views of the surrounding uses would vary corresponding to the specific location and the height of the residential unit on each lot. Development of each lot would be subject the applicable development standards in the CCSP.

### Circulation

Exhibits F, L, Q and Table 5 (below) detail the proposed circulation system that would serve Carson Creek Phase 2 and the Unit 1 residential subdivision. The primary access to Carson Creek Phase 2 would be via the southerly extension of Carson Crossing Drive currently stubbed at the northwest portion of the project. A public major residential collector road, Carson Crossing Drive would be constructed within an 80-foot right-of-way that would include two-way travel lanes measuring 18' wide (with 6' bike lane), a median, curb and gutter, and sidewalks, depending on the specific section of the road. The road, which crosses sections of Tributary 3 and Carson Creek over concrete spans, borders the southern portion of the residential villages, meanders easterly ending northerly at Golden Foothill Parkway. As further discussed below, Carson Crossing Drive would be re-aligned and constructed within an increased 80' Right-of-Way subject to a minor amendment of the CCSP.

The project anticipates three residential access intersections (at primary gated accesses into Village 6B, Village 8, and future Unit 2) along Carson Crossing Drive. Each intersection would be all-way stop controlled with painted crosswalks. This design would provide the needs for the anticipated senior community development and improve overall pedestrian safety. Each village would also have a gated secondary emergency access only.

Village 6B would be served by an internal private residential street identified as Lot R1. Depending the specific section (A-A, B-B, C-C), the street would be constructed within a 40-foot right-of-way that include two-way travel lanes measuring 12' wide, curb, gutter, a 4' sidewalk, and underground utility lines (i.e. sewer, water, recycled water). At the primary entrance (Section J-J), Lot R1 would have a two-way 18' wide travel lanes, median, open swale drainage, and sidewalk on each side within a 100-foot right-of way, while the emergency/exit only access (Section L-L) consists of two-way 12'



travel lanes separated by a median, open swale drainage on both sides, and a 4' sidewalk on one side.

Village 8 would be served by an internal private street designated as Lot R2, which would be categorized as Residential Collectors, Residential Street I, and Residential Street II. Depending on the location, Lot R2 contains an array of road sections that generally consists of a minimum of 12' two-travel lanes, with at least a sidewalk on one side, open swale drainage on both sides, underground utility lines along the street all within 40' to 100' right-of-way.

The in-tract circulation system has been designed in accordance with the approved applicable provisions of the Settlement Agreement, subject to the County standards, and has been substantiated by the traffic study prepared for the project. Where applicable, the design of the road depicts a curvilinear design with the intent of providing interest and slowing on-site vehicular speed. As further discussed below, the design incorporates other elements such as reduced impervious surface, "paseo parklets", landscaping, and natural open drainage swales further meeting the intent of the Settlement Agreement

**Table 5. Carson Creek Phase 2 and Unit 1 Circulation System**

	<b>Road Name</b>	<b>Sections</b>	<b>Station</b>	<b>Right-of-Way</b>	<b>Details</b>	<b>Note</b>
<b>Major Collector</b>	Carson Crossing Drive	M-M	28+00 to 30+60+/-	72'	18' Travel Way, 14' Striped Median, 5' emergency parking/bike lane, 2.5' C/G, existing 6 sidewalk (one side only)	Off site restriping from existing portion of Carson Creek Drive; 30' wide buffer easement along county border
	Carson Crossing Drive	N-N	30+60+/- to 33+10+/-	80'	Two-Way 18' Travel Way, 6' Bike Lane, 12' to 16' Median with type 3 barrier curb, 2.5' C/G, 6' sidewalk	Channelization length to be determined by traffic engineer; 30' landscape easement along rear of existing industrial buildings
	Carson Crossing Drive	O-O, P-P	33+10+/- to 41+20+/- retaining wall in Lot G 41+20+/- to 55+50+/- to end	80'	Two-Way 18' Travel Way, 6' Bike Lane, 12' to 16' Median with type 3 barrier curb, 2.5' C/G, 6' sidewalk, roadside drainage	
	Carson Crossing Drive	Q-Q	55+50+/- to 68+00+/-	80'	Two-Way 18' Travel Way, 6' Bike Lane, 12' to 16' Median with type 3 barrier curb, 2.5' C/G, 6' sidewalk, roadside drainage	Turn locations to be determined by Traffic Engineer
	Residential Collector Entry (Village 8) In-tract	G-G	NA	80' to 100'	Two-way 18' Travel Way with a median (width TBD, type 3 barrier curb); Open swale drainage on both sides	

	Road Name	Sections	Station	Right-of-Way	Details	Note
<b>Minor Collector</b>	Residential Collector Secondary Entry (Village 8)	H-H, I-I	NA	80'	Two-way 18' Travel Way with a median (width TBD, type 3 barrier curb); Open swale drainage and 6' sidewalk on both sides	
	Residential Collector Entry (Village 6B) In-tract	J-J	NA	100'	Two-way 18' Travel Way with a median (width TBD, type 3 barrier curb); Open swale drainage and 6' sidewalk on both sides	
	Residential Collector Secondary Entry (Village 6B)	L-L	NA	56'	Two-way 12' travel way with a median (width TBD) and open swale drainage on both sides	
	Residential Collector Entry (Village 6B)	K-K	NA	50'	Two-way 12' travel way and open swale drainage and 6' sidewalk on both sides	
	Residential Collector	F-F	NA	64'	Two-way 13' travel way and open swale drainage on both sides and one sidewalk on one side	Utilities under and along ROW
	Residential Street II	E-E	NA	44'	Two-way 12' travel way with 6' sidewalk on each side	Utilities under and along ROW
	Residential Street II	D-D	NA	64'	Two-way 12' travel way with 6' sidewalk and open swale drainage on each side,	Utilities under and along ROW
	Residential Street I	A-A, B-B, C-C	NA	64'	Two-way 12' travel way with 6' sidewalk on one side and open swale drainage on each side (depending on the portion)	Utilities under and along ROW

Amenities

The CCSP identifies various opportunities for preservation and incorporation of different types of recreational amenities. As depicted in Exhibits G and H, the CCSP would provide a 30-acre regional park (Large Lot 20), two neighborhood parks, and a recreational facility within the future CCSP Phase 2, Unit 2 residential subdivision (Large Lot 12). Currently, Euer Ranch-Four Season is served by a recreational center and a neighborhood park. Unit 1 does not have a park on-site but identifies a future recreational facility on Large Lot 8 (Lot X), subject to a separate Special Use Permit application.

As shown on Exhibit N, the Unit 1 subdivision would be served by on-site pedestrian sidewalks that would provide connectivity within and outside of the subdivision. Depending on the location, the

concrete sidewalks vary from 4' to 6' wide on one or both sides of the streets, lined with a natural open drainage swale design. Specific locations within the subdivision include areas of landscape lots proposed within the private street (Lot R2-Residential Street II). As shown in Exhibit P, Landscape Lots N, O, P, Q are identified as "pedestrian paseo", characterized as a widened sidewalk that is separated from the street by a broad landscaped planter containing seating areas for resting, shaded tree lined paths and small "parklets". This feature also functions as a traffic buffer providing means to reduce vehicular speeds along the streets.

Tributary 3 and Carson Creek are incorporated in the overall natural open space totaling approximately 199 acres designated for preservation within CCSP. As shown in Exhibits H and I, the preserved Open Space would include wetland and drainage area providing natural habitat for various native fauna and flora, and have been designed with trails linking the entire CCSP. For example, specific locations at Lots J, H, and M within the Unit 1 subdivision provide a direct access to trail system. Lot K, which borders the Euer Ranch-Four Season subdivision to the north, includes a 9' wide trail that would connect to the trail from Euer Ranch-four Season into Unit 1 subdivision trail system.

### Utilities

On December 6, 2004, the El Dorado Irrigation District (EID) authorized the annexation of Carson Creek Phase II and adopted Resolution No. 4-67, approving the AB 8 Tax Revenue Sharing resolution for the project. On July 18, 2005 the EID Board approved the Carson Creek Annexation (EID Annexation No. 91-14) to EID service area, which serves the El Dorado Hills area for public water, sewer and recycled water.

On December 7, 2005, the Local Agency Formation Commission (LAFCO) Board conditionally approved the reorganization of Carson Creek Phase II and, under Resolution L-05-18, approved the annexation of the Carson Creek Specific Plan Phase II area, incorporating the project site into EID, El Dorado Hills County Water District (EDHCWD), and El Dorado Hills Community Services District (EDHCSD) service district. On May 17, 2007, a Certificate of Completion was recorded under document number 20070033457 certifying completion of the reorganization process.

The Facility Improvement Letter (FIL) submitted for the application outlines the required on and off-site facilities and improvements necessary to serve the project for sewer, potable water, and recycled water. Off-site lines are either existing or would be require extension to the site. The on-site lines would be located underground along the private internal road system serving the Unit 1 subdivision. Construction of these facility improvements shall be conducted in accordance with the future Master Facility Plan Report (FPR) to be approved by EID for the project. At the time of submittal for each Final Map of this development, a meter award letter would be required demonstrating proof of service acquisition.

### *Sewer*

The project would receive sewer service via connection to existing EID facilities adjacent to the site. Specifically, as shown in Exhibit R, an existing 18" force main line would extend from EID's El Dorado Waste Water Treatment Plant (EDWWTP) facility located northeast of Latrobe Road and Suncast Lane. The line meanders due southwest connecting to the existing Lift Station No.1 within the El Dorado Hills Business Park. The line is reduced to an existing 14" force main line due south connecting to the lines along Golden Foothill Parkway. With the abandonment of Lift Station Nos. 2 and 3 (as part of Carson Creek Phase 2, Unit 2) located within the business park, the project proposes to upgrade the existing Lift Station No.1 and proposed construction of a temporary Lift Station #1 along the southeastern border of the Unit 1 subdivision. According to the applicant, it may be possible to construct the permanent lift station to serve Unit 1 subdivision and abandon Lift Station No.2 and convey the sewage via force main and gravity lines. A future permanent lift station is anticipated to be constructed within Unit 2. The temporary lift station would remain until the permanent station is constructed. The final configuration of these facilities will be determined by EID during review of the FPR. All environmental impacts associated with the above improvements have been evaluated in the EIR for the CCSP.

### *Potable Water*

Potable water would be provided via connection to existing water lines adjacent to the site. Specifically, there are three points of connection to existing lines surrounding the Unit 1 subdivision: a 16" line exists at the end of Carson Crossing Drive, an 8" water line at the southeastern most end of Euer Ranch subdivision, and a 12" line at the northeastern most corner of the project site along Golden Foothill Parkway (Exhibit S). Coupled with the connection to the future looped line that would serve the Unit 1 subdivision, a 12" line also exists along Investment Boulevard that would provide future service to Unit 2 subdivision.

In serving the future growth in the area, EID is currently operating several water tanks located within the Valley View Specific Plan east of Latrobe Road. Specifically, the facility includes two potable water tanks, each measuring 2 million gallons, and a third tank, with a capacity of 3.5 million gallons would be constructed. Water from these facilities shall be conveyed via existing 18" gravity line meandering westward to the lines along Latrobe Road, proceeding southward into the lines connecting to the project site.

### *Recycled Water*

Subject to EID's regulation, the project would be required to utilize recycled water for landscape irrigation. In accordance with the District's Recycled Water Master Plan to accommodate the growth and needs in Carson Creek- Euer Ranch and Valley View Specific Plan, EID's facility, which currently includes two storage tanks for recycled water, was approved to be expanded adding up to three additional tanks. The expansion would increase storage capacity allowing the District to store additional wet season secondary effluent for processing during the dry season prior to use by the Carson Creek - Euer Ranch and Valley - West Valley project sites for landscape irrigation water.

EID is anticipating construction of a fourth tank, measuring approximately 4 million gallons, in order to serve the balance of CCSP and the surrounding area.

As part of its facility, EID has existing transmission lines of various sizes that extend from the plant towards Euer Ranch-Four Season, and proposes to construct 12" lines on Latrobe Road, ending at the intersection with Golden Foothill Parkway (see Exhibit Q). From this intersection, the project proposes an off-site improvement to extend 1,400 feet of 12" line within the existing right-of-way westerly towards the project site. A second possible source of connection exists at the southeastern end of Euer Ranch-Four Season subdivision.

### *Drainage*

The Unit 1 subdivision has been designed with primary distribution of site drainage into the Tributary 3 and Carson Creek. Based on the preliminary grading and drainage plan, the project would utilize street, natural open swale features along most of the internal streets, and underground drainage systems as a mean of conveyance with private maintenance responsibility by the Homeowner's Association (HOA) for the subdivision or Community Service Area (CSA) Zone of Benefit

### *On- and Off- Site Improvements*

The Unit 1 subdivision would involve mass pad grading establishing 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, trailways, drainage systems, alterations within riparian area, and road and right-of-way activities. In order to achieve a balanced site, the site improvements would require approximately 147,000 cubic yards of soil imported from a potential borrow site located in the undeveloped, industrially zone lands located southeast in future Unit 2.

Off-site improvements associated with project would include upgrade of the existing Lift Station 1 in the El Dorado Hills Business Park and extension of a approximately 1,400 feet of recycled water line along Golden Foothills Parkway from the existing stubbed line at the intersection with Latrobe Road. The 12" recycled water main would be extended from the intersection of Golden Foothills Parkway South to the intersection of Carson Crossing Drive. This would serve future Phase II of the CCSP. This activity would include the excavation, grading, road work removal and disposal of pavement for the construction of approximately +/- 1400 linear feet of the recycled water main and placed 4 to 6 feet deep, within the Golden Foothill Parkway road and right-of-way. The activity would require the removal and replacement of the existing road section for approximately a 6 to 20 feet wide area and slurry seal of the existing travel ways including any re-striping. Some existing utilities may be impacted and replaced along the alignment depending on the location and depth of the facilities.

Necessary lane striping and curb returns would be conducted along intersections Golden Foothill Parkway at future Carson Crossing Drive intersection. Transitional striping would also be completed from the existing section of Carson Crossing Drive to the new portion of the road due south.

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.

### **3) Minor Amendment to Carson Creek Specific Plan**

The project includes a request for a minor CCSP amendment involving Carson Crossing Drive. The request is in accordance with Section 6.1 (Plan Administration) of the Carson Creek Specific Plan, which acknowledges that certain changes to explicit provisions in the Plan may be made administratively for consideration by the Planning Director. Examples of these minor revisions may include, but are not limited to, updates to CCSP Map information or text changes, infrastructure changes without significant impact to anticipated development capacity, and residential density transfers. As part of the project, the request would be considered by the Planning Commission.

As originally contemplated in the CCSP, Carson Crossing Drive has been identified as a major residential collector encompassed within a designated 60' right-of-way that would serve as the primary collector serving Unit 1 and the future Unit 2 development. As shown in Exhibit F, the road connects from White Rock Road at the northwest looping along the southern portion of Unit 1, connecting to Golden Foothill Parkway. As it approaches Golden Foothill Parkway, Carson Crossing Drive is off-set from the eastern property line by approximately 500 feet away reserving a portion of the land at the corner northeast corner of Golden Foothill Parkway and Carson Crossing Drive for a future fire station.

#### **Re-alignment of Carson Crossing Drive**

The request would amend the circulation map that would result in the re-alignment and straightening of Carson Crossing Drive as it intersects Golden Foothills Parkway. The designated fire station site has been formally relinquished by the El Dorado Hills Fire Department. A new fire station has been built approximately 1,500 feet north of the designated site. The encroachment at Golden Foothill Parkway would match with the anticipated encroachment serving the future industrial office development on the property (Assessor's Parcel Number 117-210-33) across the street which would regulate safe turning movements onto the road.

#### **Increase of Carson Crossing Drive Right-of-Way**

As originally contemplated in the CCSP, Carson Crossing Drive would be contained within a 60' right-of-way that includes two 20' wide travel lanes, curb and gutter, and 6 ½' sidewalk. With reference to Table 3 and Exhibits F and Q, the project proposes to increase the right-of-way to 80' wide resulting from an additional 10' feet, in the form of an Irrevocable Offer of Dedication (I.O.D) as public service easements, to the original right-of-way. The modified right-of-way would generally include two 18' wide travel lane (with a Class II 6' bike lane), 12' to 16' median, and a 5' and 10' wide area (outside of the original 60' wide right-of-way) reserved for various potential improvements such as bicycle path/ pedestrian trail and roadside ditch.

Justification for these amendments is further discussed below.

#### **4) Design Waiver**

In accordance with El Dorado County Design and Improvement Standards Manual (DISM) and subject to the findings under the El Dorado County Subdivision Ordinance, the project includes request for a Design Waiver of the following standards.

- *Construction the Carson Crossing Drive encroachment onto Golden Foothill Parkway to Standard Plan 103E without the 100' foot tapers; and*
- *To construct all proposed encroachments onto Carson Crossing Drive to Standard Plan 103D without the 100' tapers.*

According to the DISM, standard encroachment of a minor collector road to a collector/arterial road would require an encroachment in accordance with Standard Plan 103E, which includes 100' taper. Similarly, standard encroachment from a local road to a collector/arterial road also requires the same amount of taper.

The request is based on the specific site conditions and anticipated constraints borne by the required design standard. In lieu of these road standards, the project proposes to construct an encroachment featuring a curb return, in accordance with the standards under El Dorado County Design and Improvement Standard Manual. The proposed deviations has been reviewed and recommended for approval by the Department of Transportation. As further discussed in Attachment 2, staff concludes that the required findings under Chapter 16.08.020 of the El Dorado County Subdivision Ordinance can be made to support the Design Waivers.

#### **Consistency**

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

#### **El Dorado County General Plan**

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 Policy 2.2.1.2 (General Plan Land Use Designations)*

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. The specific plans and the respective land use maps are accepted and incorporated by reference and are hereby adopted as the General Plan Land Use map for such areas. Since 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 minor amendment to the specific plan and tentative map are considered to be consistent with the General Plan, subject to consistency with the applicable policies in the CCSP, Settlement Agreement, and Environmental Impact Report, as discussed below.

- *Transportation Element Policies TC-Xa (Measure Y Policies), TC-Xd (Level of Service), TC-Xg (Required Improvements), TC-Xh (Traffic Impact Fees), TC-4e (Right-of-Ways for Bicycle/Pedestrian Trail)*

Based on the traffic study conducted for the project, current level of service of the existing roads would not be worsened from its current level of service designation. The project would be conditioned to pay the required Traffic Impact Mitigation (TIM) Fees, at the time of building permit submittal. The project would dedicate adequate right-of-way for Carson Crossing Drive, a major residential collector serving the project.

As designed, the project would include interconnecting trails serving its residents and accessible by the general public. Carson Crossing Drive would include a Class II bicycle lane.

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

The project site is within the Community Region of El Dorado Hills, where El Dorado Irrigation District (EID) is the primary purveyor of public water, sewer and recycled water. The project site has been annexed into EID service area for potable water, recycled water and sewer services. The project would be required to construct new and/or upgrade on- and off- site facilities necessary to adequately receive these services. Prior to Final Map approval, a submittal of an EID meter award letter as proof of service would be required.

- *Public Health, Safety, and Noise Element Policies 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)*

The project anticipates impacts from future projected transportation and existing non-transportation noise (sewer lift station, manufacturing uses) sources. Based on the acoustical study conducted for the project, these noise effects would be further minimized to a less than significant level in conformance with the standards set forth in the policies. Some of these measures would include mitigation by design, utilizing standard construction materials, and construction of soundwalls.

- *Conservation and Open Space Elements Policies 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*



The site is traversed by two perennial streams, an unnamed tributary and Carson Creek. Identified as Open Space, these features have been designated for preservation in the CCSP and incorporated in the project design. Portions of these features would be affected and enhanced as part of overall site preparation and construction of trails meandering along the wetland features. In total, the Carson Creek Specific Plan would include approximately 200 acres of passive Open Space that would encompass the wetland features.

The proposed development would utilize recycled water for irrigation purposes. facilities would need to be constructed and/or upgraded in accordance with the agency standards.

- *Parks and Recreation Element Policies 9.1.1.3 (Community Parks and Recreation Facility), 9.1.1.4 (Regional Parks and Recreation Facilities), 9.1.2.9 (Trail Connectivity), 9.1.3.1 (Trails along Riparian Corridor) and 9.2.2.1 (Quimby Act)*

As contemplated in the CCSP, the project would include a future on-site recreation facility serving its residents. A subsequent phase of the CCSP includes the development of a 30-acre regional park identified as Large Lot 20 of the Phase 0 the Large-Lot Tentative Map proposed with this project.

Trails within the project site have been designed along the riparian corridor, which connects to the existing trail within Euer Ranch-Four Season subdivision, and a Class II Bicycle Lane along Carson Crossing Drive, which connects to the existing bicycle lanes along White Rock Road.

As conditioned by the El Dorado Hills Community Services District (EDH CSD), the project would receive partial credit for the proposed on-site recreation facility and remit payment of in-lieu fees for the remaining Quimby Act obligation.

### **Carson Creek Specific Plan, Development Agreement, and Settlement Agreement**

Attachment 3 (Consistency Matrix) details the project's conformance with the applicable provisions under cited sections of the CCSP, Development Agreement (DA), Public Facilities Financing Plan (PFFP), and Settlement Agreement Package of Actions (POA). The matrix itemizes and compares the Carson Creek Phase 2, Unit 1 (Small-Lot tentative subdivision map) portion of the project that is subject to development. However, given that the application also includes a Large-Lot Tentative Subdivision Map for financing purposes, the table would include relevant general consistency references with the appropriate provisions.

### **El Dorado County Zoning (Carson Creek Specific Plan)**

Residential lots within the Unit 1 subdivision are based on the corresponding development standards under Single-Family Residential 6,000 square feet (SFR-6) for Village 6B and Single-Family High Density Residential (SFHD) for Village 8 zoning designations. Table 6 details the specific lots standards for each designation:

**Table 6. SFR-6 and SFHD Development Standards**

<b>Development Standards</b>	<b>Single-Family Residential 6,000 square feet (SFR-6)</b>	<b>Single-Family High Density Residential (SFHD)</b>
Minimum Lot Size	6,000 square feet	3,000 square feet
Minimum Lot Frontage	50' at building setback line	30' internal lots 45' corner lots
Minimum Front Yard Setback	16' residential unit 20' garage	4'
Minimum Side Yard Setback	5'; 12.5' street side	5'; 10' street side
Minimum Rear Yard Setback	15'	30 feet
Maximum Lot Coverage	50% single story; 40% 2-story	60% single story; 50% 2-story
Maximum Height	30' or 2-story	30' or 2-story
Parking	Two off-street (covered); Two off-street uncovered	Two off-street (covered); Two off-street uncovered
Design Review Required	No	Yes

The specific zone designation for the Unit 2 residential subdivision and the remaining lots created for financing purposes would be established under separate future development application, in accordance with the CCSP.

**El Dorado County Subdivision Ordinance**

The project is subject to applicable provisions of the El Dorado County Subdivision Ordinance, including Section 16.12.010 (State Law Compliance) and 16.12.020 (General Plan and Specific Plan Compliance), subject to the specific findings under Section 16.12.030.

The Large Lot Tentative Subdivision Map, creating 26 lots for financing and phasing purposes, is acknowledged and consistent under Section 5.1 of the CCSP and allowed under Section 66456.1 of the California Subdivision Map Act and Section 16.28.010 of the El Dorado County Subdivision Ordinance.

The proposed Small-Lot Tentative Subdivision Map would create a Class I subdivision consisting of 302 residential lots, 18 landscape and four open space lots, two private in-tract road lots, and one utility lot. The proposed lots meet the applicable minimum development standards in accordance with the CCSP. Development of the subdivision would be conducted in accordance with the applicable provisions of the CCSP, Settlement Agreement, approved Conditions of Approval and Mitigation

Monitoring Reporting Program (MMRP) from the CCSP EIR, and other applicable standards by El Dorado County and other affected agencies.

As further discussed in Attachment 2, staff concludes that the required findings under Chapter 16.12.030 of the El Dorado County Subdivision Ordinance can be made to support the proposed subdivision.

### **Other Issues**

The following details the specific information relevant to the project.

#### **Supporting Studies**

##### *Acoustical Analysis*

An Acoustical Analysis was conducted by Bollard Acoustical Consultants (BAC) evaluating the potential noise that would affect the future residential subdivision in accordance with El Dorado County General Plan Policies (Public Health, Safety and Noise Element) 6.5.1.1, 6.5.1.8 and 6.5.1.7. The study focused on both potential transportation and non-transportation sources of noise.

- **Traffic Noise Impacts**

Utilizing estimated average daily trips (ADT) of 8,000 to 21,000 vehicles on future Carson Crossing Drive, BAC based its analysis using the Federal Highway Administration Highway Traffic Noise Prediction Models. It was predicted that future traffic on Carson Crossing Drive would exceed the 60 dB exterior noise levels applied to outdoor activity area of new residential developments. Future traffic noise levels along Golden Foothill Parkway would not exceed the established standards.

In order to reduce the anticipated traffic noise impacts along Carson Crossing Drive, BAC recommends that a supplement Noise Analysis be conducted based on a finalized traffic study referencing a detailed ADT volume count. From this information, subject to review by a qualified acoustical consultant, a specific height of soundwall barrier ranging between 6' to 8' (relative to the residential pad elevations) would need to be constructed along the residential property lines adjacent to the roadway. Design of the soundwall barrier would be reviewed by a qualified consultant.

Residences along Carson Crossing Drive would anticipate the worse-case scenario of noise exposure from traffic, particularly the second story residences. BAC states that if the ADT volume does not exceed 16,000 vehicles, standard residential construction (wood siding, STC-27 windows, door weatherstripping, exterior wall insulation, composition plywood roof) would sufficiently reduce the interior traffic noise in single and 2-story building façades of residences that face Carson Crossing Drive. If the ADT counts exceeds and ranges between 16,000 to 21,000 vehicles, all windows that face Carson Crossing Drive would need to be upgraded to an STC-28 rating. If the ADT counts range between 21,000 to 22,000 vehicles, the windows would need to be upgraded to STC-29 in all first row facades that face Carson Crossing Drive. The window upgrades would only be required for the windows that would have direct view of Carson Crossing Drive.

- Stationary Source Noise Impacts

BAC evaluated the potential noise effects from the existing Business Park Lift Station #2 located at future Carson Crossing Drive and Golden Foothills Parkway. BAC identified that the primary noise generator would be the emergency generator, which is contained in a roofed masonry enclosure. The actual pump equipment is located within an underground enclosure and poses inaudible noise over the generator. This lift station is proposed to be abandoned and replaced by a future lift station is identified west of the secondary emergency access to Village 8 of Unit 1.

As analyzed, BAC determined that the operation of these existing and future lift stations would pose significant noise affects, thereby requiring further acoustic retrofits and upgrades such as acoustically absorptive materials within the generator enclosure, silencers at all air inlet and exhaust ports, upgraded entry doors and engine mufflers.

BAC also evaluated the noise generated by Aerometals Inc. Approved under Special Use Permit S98-0117R, Aerometals Inc. currently operates a manufacturing outfit of helicopter parts of McDonnell Douglas MD-500 helicopter. The facility immediately borders Unit 1 subdivision along the northern boundary line. The facility was conditioned to construct a cinder block wall along the common property line and disclose the existence and operation of the facility to the future Unit 1 residents. BAC recommends that the future developers of the project provide a disclosure statement to the future residents regarding the potential effects of Aerometals and that an appropriate noise barrier be constructed along the affected portion of the Unit 1.

Specific measures that would reduce the anticipated noise impacts from stationary and transportation resources have been originally addressed in Section 7.0 (Conditions of Approval and Mitigation Measures) of CCCSP and are depicted as Condition Nos. 32 and 34 in Attachment 1. However, given that a detailed analysis of these impacts was conducted for the project, the conditions have been modified to include specific recommended measures identified in the acoustical analysis discussed above.

### **Traffic Analysis**

The traffic analysis for the project analyzed 11 intersections within the vicinity of the site. These intersections are located along El Dorado Hills Boulevard north of Highway 50 and Latrobe Road south of Highway 50 corridor and west on White Rock Road. The nearest intersections evaluated were Latrobe Road and Golden Foothill Parkway South Main Gate, and Latrobe Road and Investment Boulevard. The study analyzed the Level of Service (LOS) at these intersections with and without the project proposal. As determined, the project would pose a less than significant impact to these intersections, and would not be worsened to below LOS F, as required in the El Dorado County General Plan.

A traffic analysis was also conducted evaluating the projected ADT within the Unit 1 subdivision and Carson Crossing Drive. In review of Carson Crossing Drive, left turn pockets were recommended to reduce delay at intersections, improve traffic operations and flow, safely facilitate traffic movements,

and provide storage bays for emergency vehicles accessing the site during emergency situations. The overall width for Carson Crossing Drive would vary from 48' to 52' depending on the specific location, as depicted on the improvement plans.

The internal residential private streets were also evaluated in determining the volume based on specific quantity of lots in each residential block. As determined all internal roads are projected with an ADT count below 350, except for the entrance north/south way and the primary east-west roads. All streets sections have been designed in accordance with the provisions of the Settlement Agreement.

### **El Dorado Taxpayer's for Quality Growth**

During review of the project, staff consulted and coordinated with a representative of the El Dorado Taxpayer's for Quality Growth, litigants involved in the Settlement Agreement. The department contacted the primary contact for the group, Keith Johnson, who reviewed the plans and recommended approval of the project. Attachment 5 includes a copy of Mr. Johnson's authorized letter certifying that the project had been designed in compliance with the Settlement Agreement.

### **Agency Comments**

The project has been distributed to various affected agencies including the Resource Conservation District (RCD), Department of Transportation (DOT), Air Quality Management District (AQMD), Area Planning Advisory Committee (APAC), El Dorado Hills Community Services District (EDH CSD), El Dorado Hills Fire Department and County of Surveyor Office. These agencies' comments have been incorporated as project conditions. Comments from the Agricultural Commission are pending, subject to review and consideration of the project.

### **Conditions of Approval**

Attachment 1 contains the applicable conditions for the project. The list includes the approved original Conditions of Approval and Mitigation Measures under Section 7 the CCSP. These conditions are numerical corresponds to the sequence identified in the CCSP. Additionally, the list contains the new conditions from EDH CSD, DOT, El Dorado Hills Fire Department and County Surveyor's Office.

## **ENVIRONMENTAL REVIEW**

The project is a residential project and a part of an adopted Carson Creek Specific Plan, subject to the certified Environmental Impact Report (EIR) and mitigation measures in the Mitigation Monitoring Reporting Program. No impacts have been identified which were not discussed and mitigated in the EIR; however, specific mitigation measures (noise impacts) have been incorporated which would reduce the impacts to less than significant level. The applicant agreed to the mitigation measures prior to public release of the document. Compliance with each applicable measure shall be verified in writing in accordance with the specific timing and monitoring provisions for each measure. Therefore, the project is deemed exempt from the requirements of CEQA pursuant to Section 15162. No further environmental analysis is necessary.

As discussed above (see *Small Lot-Tentative Subdivision Map, On and Off-Site Improvements*), some off-site improvements associated with the project were not specifically evaluated in the EIR, including recycled water line extension, road striping, and construction of lane tapers. As determined, these activities would take place within an existing right-of-way, in accordance with the applicable requirements of the project and corresponding agency standards. Staff has determined that these changes would not result in new environmental impacts. Therefore, these activities are deemed Categorical Exempt under Section 15303d (New Construction or Conversion of Small Structures) of CEQA.

**NOTE:** This project is located within or adjacent to an area which has wildlife resources (riparian lands, wetlands, watercourse, native plant life, rare plants, threatened and endangered plants or animals, etc.), and was referred to the California Department of Fish and Game. In accordance with State Legislation (California Fish and Game Code Section 711.4), the project is subject to a fee of \$1,876.75 after approval, but prior to the County filing the Notice of Determination on the project. This fee, less \$50.00 processing fee, is forwarded to the State Department of Fish and Game and is used to help defray the cost of managing and protecting the State's fish and wildlife resources. Under the revised statute effective January 1, 2007, a project proponent asserting a project will have no effect on fish and wildlife should contact the CDFG and the CDFG will review the project, make the appropriate determination, and in "no effect" cases, the CDFG will provide the project proponent with documentation of exemption from the filing fee requirement.

## **RECOMMENDATION**

That the Planning Commission considers the following actions:

1. Accept the previous Environmental Impact Report (EIR) certified for the Carson Creek Specific Plan as adequate environmental review pursuant to Section 15162 of the CEQA and Certify the off-site project improvements to be Categorical Exempt under Section 15303d;
2. Approve Tentative Subdivision Map TM04-1391 based on the required Findings in Attachment 2 and Conditions of Approval in Attachment 1;
3. Approve Minor Amendments to Carson Creek Specific Plan based on the required Findings in Attachment 2 and applicable Conditions of Approval in Attachment 1; and
4. Approve the following design waivers based on the required Findings in Attachment 2:
  - A) Construction of Carson Crossing Drive encroachment onto Golden Foothill Parkway based Standard Plan 103E without the 100' foot tapers; and
  - B) Construction of all proposed encroachments onto Carson Crossing Drive based on Standard Plan 103D without the 100' tapers.

## SUPPORTING INFORMATION

Attachment 1 .....	Conditions of Approval
Attachment 2 .....	Findings
Attachment 3.....	Consistency Matrix
Attachment 4.....	Package of Actions
Attachment 5.....	Letter of Authorization from Keith Johnson
Exhibit A .....	Vicinity Map
Exhibit B .....	General Plan Land Use Map
Exhibit C .....	Zoning Map
Exhibit D .....	Aerial Photo
Exhibit E.....	Carson Creek Specific Plan-Land Use Map
Exhibit F .....	Carson Creek Specific Plan- Circulation Maps
Exhibit G .....	Carson Creek Specific Plan- Parks and Recreation Map
Exhibit H .....	Carson Creek Specific Plan-Drainage Map
Exhibit I .....	Carson Creek Specific Plan- Open Space Map
Exhibit J .....	Carson Creek Specific Plan- Landscape Buffer
Exhibit K .....	Large-Lot (Phase "0") Tentative Subdivision Map
Exhibit L.....	Small-Lot Tentative Subdivision Map
Exhibit M.....	Proposed Land Use Zone Map
Exhibit N .....	Sidewalks in Carson Creek Phase 2, Unit 1
Exhibit O .....	Entrance Gates Details
Exhibit P.....	Paseo Street Details
Exhibit Q .....	Street and Road Sections
Exhibit R .....	Utility-Sewer
Exhibit S.....	Utility- Potable Water
Exhibit T.....	Utility-Recycled Water



# **ATTACHMENT 1 CONDITIONS OF APPROVAL**

## **FILE NUMBER TENTATIVE SUBDIVISION MAP TM04-1391**

### **CONDITIONS OF APPROVAL**

1. The Minor Amendment to the Carson Creek Specific Plan, Tentative Subdivision Map, and Design Waivers are based upon and limited to compliance with the project description, the Planning Commission hearing exhibits marked Exhibits K through T 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) Large-Lot Tentative Subdivision Map (Phase 0) of 553 acres site creating 26 lots for financing and phasing purposes, ranging from 0.5 acres to 150 acres in size;
- B) Small-Lot Tentative Subdivision Map (Carson Creek Phase 2, Unit 1) of Large Lots 3-7 (Village 8) and Lots 1 and 2 (Village 6B) from 95.2 acre site to create a Class 1 residential subdivision encompassing a total of 302 residential lots ranging from 4,725 square feet to 14,850 square feet, 18 landscape lots, four open space lots, two private in-tract road lots, and one utility lot (pump station);
- C) Minor Amendment to the Carson Creek Specific Plan consisting of the following modifications:
  - 1) Re-alignment of major residential collector (Carson Crossing Drive);
  - 2) Increase of Right-of-Way for residential collector (Carson Crossing Drive) from 60' to 80';
- D) A request for Design Waiver(s) of the following El Dorado County Design and Improvement Standard Manual (DISM) road standards:
  - 1) Construction of Carson Crossing Drive encroachment onto Golden Foothill Parkway based Standard Plan 103E without the 100' foot tapers; and
  - 2) Construction of all proposed encroachments onto Carson Crossing Drive based on Standard Plan 103D without the 100' tapers.

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 (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

## Planning Services

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

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

3. Prior to issuance of building permit, the applicant shall remit payment of any outstanding fees as detailed and required in the *Agreement for Payment of Processing Fees* authorized for this project.
4. Prior to approval of Final Map for any portion of the proposed tentative map, the applicant shall provide written statement justifying the project's consistency with the mitigation measures in the adopted Mitigation Monitoring Reporting Program for Carson Creek Specific Plan. The documentation shall be provided to and reviewed by the Development Services-Planning Division and, as needed, shall consult and verify with the affected agency

*The following are the original Conditions of approval and Mitigation Measures as depicted in Section 7 (Conditions of Approval) of the Carson Creek Specific Plan. The original sequence of the conditions is depicted in italics next to the text of the condition. Some of the conditions have already been satisfied through the processing of Euer Ranch Subdivision or imposed new agency conditions. As such, the said conditions have been determined to be inapplicable to this project and are hereby deleted shown with ~~strikethrough lines~~. Conditions with double underline texts reflect the applicable modifications of the condition.*

- ~~5. 1. 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, 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, and shall be required in the CC&Rs.~~
6. 2. 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 Specific Plan. Materials may be specified through the revised acoustical analysis for the project.

7. 3. An open space management plan shall be prepared by the developer, subject to review and approval by the El Dorado Hills CDS. The plan shall include wild fire management plans for the
- ~~8. 4. The development of the parcels within an Agricultural Preserve shall not occur until said parcels roll out (or are approved for immediate cancellation) of the Agricultural Preserve. To protect the potential agricultural use existing in Phase 2, from development in Phase 1, a 400-foot setback from Phase 2 shall be maintained for all residential units while land in Phase 2 is within an Agricultural Preserve. The buffer may be reduced or eliminated by the Agricultural Commission upon presentation to the Agricultural Commission that the buffer is unnecessary or is substantially complied with in another fashion.~~
9. 5. Annexation into required districts shall be a Condition's of approval of tentative maps.
  - ~~A. The developer shall pursue annexation of the entire Specific Plan area into the El Dorado Hills Community Services District (EDHCSD); however, In the event annexation to the EDHCSD is not approved by the appropriate public agencies, an alternative method of providing necessary services will be established prior to County approval of any final map. (Note: This statement is incorporated by reference and is/will be applicable to all subsequent conditions regarding required approvals by the EDHCSD.~~
  - ~~B. Conditions, Covenants, and Restrictions (CC&Rs) and design guidelines for the Carson Creek Specific Plan and all tentative maps will be submitted to the EDHCSD for review and approval.~~
  - ~~C. An Open Space Management Plan shall be prepared by the developer subject to review and approval by the EDHCSD and will include a funding mechanism for on-going maintenance of all open space. A Wild Fire Management Plan, subject to approval by appropriate agencies, will also be included as a component of this document.~~
- ~~10. 6. A financing mechanism or mechanisms for parks, open space, landscaping, and schools shall be determined prior to recordation of the final map. Prior to issuance of building permits the financing mechanisms shall be in place (from Section 5.2 of the Carson Creek Specific Plan).~~
- ~~11. 7. If parkland is dedicated to the EDHCSD, prior to County approval of any final map, the developer shall show evidence of a recorded agreement with the EDHCSD for the location, size, park improvements (including water meters and sewer hook ups), maintenance, and timing of dedication and acceptance of parks throughout the Specific Plan area.~~

~~The developer will be required to provide a Phase I environmental assessment of land to be dedicated to a public agency.~~
11. 8. A financing mechanism or mechanisms, such as a Landscaping and Lighting District (LLAD) for development and maintenance of parks, and for maintenance of open space, landscaping, lighting, fencing, trails, walkways, corridors, signage, sound walls, entry monuments, and other

common or public areas shall be determined prior to approval of the final map: Improvement plans for the above referenced items will be submitted to the El Dorado Hills Community Services District (EDHCSD) for approval, and the financing mechanisms shall be in place prior to issuance of building permits (section 5.2 of the Carson Creek Specific Plan). Upon annexation of this project into the EDHGSD; the Carson Creek Specific Plan area shall be subject to the adopted park impact fee imposed for new development within the EDHCSD boundary and will be paid by the developer at the time a building permit is issued.

12. 9. 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:

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.

The CC&Rs will specify the fence design approval process. Fence design will be as approved by the El Dorado Hills Community Services District and the appropriate design review committee.

The developer will provide a funding mechanism, such as a homeowners association or a Landscaping and Lighting District, for the maintenance of fencing adjacent to open space.

13. 10. 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)

14. ~~11. All the mitigation measures of the Carson Creek Specific Plan EIR, as revised in August 1996, except 4.5 7a, 7.2b 7.2c (requiring separate agreement with Sacramento County), and 5 1a, b, and c which were optional fiscal mitigation, are incorporated as conditions of approval, and the mitigation monitoring program is incorporated into the Specific Plan.~~

15. ~~12. A final Carson Creek Specific Plan document shall be submitted incorporating all the changes, conditions, mitigation measures, and mitigation monitoring plan included herein within 60 days of approval.~~

16. 13. The filing of tentative map and recording of the final map ~~will fix~~ shall establish the appropriate zoning.

17. ~~14. Rezoning of the AE lands will not become effective until the subject land rolls out from Williamson Act or is approved for immediate cancellation and fulfills all requirements thereof.~~

18. ~~15. At the time the applicant submits for approval by the County a proposed final subdivision map for the Euer Ranch property, the County shall determine whether the Board of Supervisors or~~

~~the Sacramento Placerville Transportation Corridor Joint Powers Agency has taken any affirmative action indicating an intention to reserve right of way through or adjacent to the Euer Ranch property for possible eventual use by a commuter rail system of any kind. Such an indication by the Board or Joint Powers Agency must take the form of an informal or formal policy decision to modify plans to reserve a right of way other than the former Southern Pacific right of way located west, south, and east of Euer Ranch, which was purchased in September 1996 by Joint Powers Agency. If the Board or Joint Powers Agency has taken any such action indicating an intention to eventually extend a commuter rail line through the Euer Ranch property, the County shall not approve the final map until the applicant has prepared an acoustical study assessing the noise impacts that such a rail line might create for nearby residential and other properties, and proposing any noise attenuation measures necessary to achieve compliance with General Plan noise standards. Any noise attenuation measures developed through such a study shall be required prior to issuance of the final map.~~

~~If the County approves the final subdivision map for the Euer Ranch property without requiring any noise attenuation measures in anticipation of an eventual rail extension through the property but the County subsequently imposes a rail noise mitigation fee on properties in the area, then such mitigation fees shall be assessed and collected at the time of the issuance of building permits. Any building permits issued prior to the imposition of such a fee program shall not be made retroactively subject to the fee requirements as a result of this condition.~~

The following are Mitigation Measures from the EIR:

~~19. 16. White Rock Road at Manchester Lane~~

- ~~a) Use a majority of native plant species in the proposed 30 foot landscape corridor along White Rock Road to maximize a compatible visual relationship with residential uses to the north, and with the surrounding natural terrain and vegetation, subject to review and approval of the El Dorado Hills Community Services~~
- ~~b) Require use of natural colored roof materials in project development to maximize consistency with the surrounding natural environment to minimize stark visual contrasts.~~
- ~~c) Use natural components in fencing materials (e.g., wood, stone, brick) that would be consistent with residential uses to the north, and would enhance visual compatibility with the natural surroundings of the site.~~
- ~~d) A variety of fast growing shrubs and trees will be provided in the 30 foot landscape easement to provide effective screening between the Carson Creek project and surrounding uses prior to occupancy of project residences.~~

~~20. 17. Golden Foothills Parkway at Carson Creek~~

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

~~21. 18. Daily Traffic Volume (Latrobe Road Between U.S. Highway 50 and White Rock Road)~~

~~— The project developer shall be responsible for their "fair share" cost of widening Latrobe Road from two lanes to six lanes with a median from White Rock Road to the U.S. Highway 50 eastbound ramps. These improvement projects are included in the El Dorado Hills RIF; therefore, the project developer shall pay the RIF fee concurrently with the issuance of building permits. Implementation of this mitigation measure would improve the daily level of service on Latrobe Road to LOS B.~~

~~22. 19. Peak Hour Traffic Volumes (U.S. Highway Interchange)~~

~~— The project developer shall be responsible for contributing their "fair share" of the cost to reconstruct the El Dorado Hills Boulevard/Latrobe Road interchange and widen U.S. Highway 50 to six lanes as shown in Exhibit 7-1. Reconstruction of the interchange is included in the RIF; therefore, the project developer shall pay the RIF fee prior to the issuance of building permits. A separate impact fee program has been established to fund the mainline widening of U.S. Highway 50 through the western portion of El Dorado County. A fair share contribution of this fee shall also be paid by the project developer prior to the issuance of building permits.~~

~~— Implementation of this mitigation measure will improve the ramp intersection and ramp junction levels of service as follows:~~

- ~~• El Dorado Hills Boulevard/U.S. Highway 50 westbound ramps intersection LOS from F to B during the a.m. peak hour and from E to C during the p.m. peak hour;~~

- ~~Latrobe Road/U.S. Highway 50 eastbound ramps intersection LOS from F to B during the a.m. peak hour and from F to B during the p.m. peak hour;~~
  - ~~U.S. Highway 50 eastbound diagonal on ramp - LOS A during the a.m. peak hour and LOS D during the p.m. peak hour;~~
  - ~~U.S. Highway 50 eastbound Poop off ramp - LOS B during the a.m. peak hour and LOS D during the p.m. peak hour;~~
  - ~~U. S. Highway 50 westbound diagonal on ramp - LOS C during the a.m. peak hour and LOS D during the p.m. peak hour; and~~
  - ~~U.S. Highway 50 westbound diagonal off ramp - LOS C during the a.m. peak hour and LOS B during the p.m. peak hour.~~
- ~~Reconstruction of the interchange may also include the addition of an eastbound diagonal off ramp and westbound loop off ramp. Both of these new ramps would also operate at LOS D or better during both peak hours.~~

### ~~23. 20. Peak Hour Traffic Volumes (Latrobe Road Intersections)~~

~~The following mitigation measures address the four intersections along Latrobe Road that are projected to operate at unacceptable (worse than LOS E) levels of service with build out of the Specific Plan.~~

- ~~a) In addition to mitigation measure 4.5 1, the project developer shall be responsible for their "fair share" cost of signalization and turn lane improvements at the White Rock Road/Latrobe Road intersection, as show on Exhibit X-11 of Appendix B. Implementation of this mitigation measure would improve the White Rock Road/Latrobe Road intersection LOS from F to B during the a.m. peak hour and from F to C during the p.m. peak hour.~~
- ~~b) The project developer shall construct the signal and turn lane improvements at the Latrobe Road/Golden Foothill Parkway North intersection as shown on Exhibit X-11 of Appendix B. DOT will, at the next update of the RIF, determine the cost of signalization and turn lanes at this intersection and determine the "fair share" cost of the project developer. The RIF will reimburse the project developer the difference between the cost of the improvements and the project developer's "fair share" portion. Implementation of this mitigation measure would improve the Latrobe Road/Golden Foothill Parkway North intersection LOS from F to B during the a.m. peak hour and from F to D during the p.m. peak hour. During the review of tentative maps for Specific Plan Phase 2, a traffic study will be required to determine what improvements are required as a result of that phase, If the traffic~~

~~study indicates that the improvements listed in this mitigation measure are necessary then the developer shall construct the improvement and be entitled to a credit and/or reimbursement for improvements made beyond the subdivisions fair share.~~

~~(e) — The project developer shall construct the signal and turn lane improvements at the Latrobe Road/Golden Foothill Parkway South intersection as shown on Exhibit X-11 of Appendix B DOT will, at the next update of the RIF, determine the cost of signalization and turn lanes at this intersection and determine the "fair share" cost of the project developer. The RIF will reimburse the project developer the difference between the cost of the improvements and the project developer's "fair share" portion. Implementation of this mitigation measure would improve the Latrobe Road/Golden Foothill Parkway South intersection LOS from F to B during the a.m. and from F to C during the p.m. peak hours. During the review of tentative maps for Specific Plan Phase 2, a traffic study will be required to determine what improvements are required as a result of that phase. If the traffic study indicates that the improvements listed in this mitigation measure are necessary then the developer shall construct the improvement and be entitled to a credit and/or reimbursement for improvements made beyond the subdivisions fair share.~~

~~(d) — The project developer shall construct the following improvements:~~

- ~~○ — Modifying turn lanes at the Latrobe Road/Investment Boulevard intersection (see Exhibit X-11 of Appendix)~~
- ~~○ — Signalizing the Latrobe Road/Investment Boulevard intersection. DOT will, at the next update of the RIF, determine the cost of signalization and turn lanes at this intersection and determine the "fair share" cost of the project developer. The RIF will reimburse the project developer the difference between the cost of the improvements and the project developer's "fair share" portion. Implementation of this mitigation measure could improve the Latrobe Road/Investment Boulevard intersection LOS from F to B during the a.m. and p.m. peak hours.~~

~~The Latrobe Road/Investment Boulevard intersection operates at LOS B during the p.m. peak hour with one left turn lane on the eastbound approach. The left turn volume is 600 vehicles per hour during the p.m. peak hour. Occasional queuing of vehicles on the left turn lane could occur on the eastbound approach. The County should monitor the queues and design the left turn pocket for this movement to accommodate the volumes. If the County decides to provide dual left turn lanes for this left turn movement, an additional northbound lane would be required on Latrobe Road between Investment Boulevard and Golden Foothill Parkway South. During the review of tentative maps for Specific Plan Phase 2, a traffic study will be required to determine what improvements are required as a result of that phase. If the traffic study indicates that the improvements listed in this mitigation measure are necessary then the developer shall construct the improvement, and be entitled to a credit and/or reimbursement~~



~~for improvements made beyond the subdivisions fair share.~~

~~24. 21. Peak Hour Traffic Volumes (White Rock Road Intersections) The following mitigation measure address the intersection along White Rock Road (west of Latrobe Road) projected to operate at LOS F with build out of the Specific Plan.~~

~~(a) The project developer shall construct signal and turn lane improvements at the White Rock Road/Project Access Road intersection as shown on Exhibit X-11 of Appendix B. DOT will, at the next update of the RIF, determine the cost of signalization and turn lanes at this intersection and determine the "fair share" cost of the project developer. The RIF will reimburse the project developer the difference between the cost of the improvements and the project developer's "fair share" portion. Implementation of this mitigation measure would improve the White Rock Road/Project Access Road intersection LOS from D to B during the a.m. peak hour and from F to C during the p.m. peak hour. This intersection was analyzed with lane configuration as shown in Exhibit 4.5-11. For, a worst case scenario, this analysis assumed that all the project traffic traveling on White Rock Road would use this intersection to access the site resulting in a westbound to southbound left turn volume of approximately 600 vehicles during the p.m. peak hour.~~

~~25. 22. Public Transit The project developer shall be responsible for the construction of a bus turnout and transit shelter along the project site frontage on White Rock Road (including within the landscape corridor when fixed route transit service or commuter service is extended to serve the project. The project developer shall also reserve the land area for the proposed mass transit station and parking area as identified in the Carson Creek Specific Plan. Although not required as part of this mitigation measure, the project developer, El Dorado County Department of Transportation, and the El Dorado County Transit Authority should also develop an implementation plan that identifies the construction phasing and financing for the parking area, other transit shelters within the project site, and the mass transit station. This implementation plan should be approved by El Dorado County Department of Transportation and the El Dorado County Transit Authority prior to the issuance of building permits.~~

~~26. 23. Bicycle/Pedestrian Facilities The project developer shall be responsible for the construction of Class II bike lanes along the project site frontage on White Rock Road prior to the issuance of building permits.~~

~~27. 24. Phase 1 (Grading Phase) Construction Emissions~~

~~a) The project applicant shall comply with El Dorado County APCD Rule 223 as required by the Air Pollution Control Officer. The project applicant shall prepare a fugitive dust control plan to be submitted to, and approved by, the APCD prior to the commencement of construction. Control measures to be outlined in the plan may include, but are not limited to, the following:~~

- ~~• Application of water or suitable chemicals Or other specified covering on~~

~~materials stockpiles, wrecking activity, excavation, grading, sweeping, clearing of land, solid waste disposal operations, or construction or demolition of buildings or structures (all exposed soil shall be kept visibly moist during grading);~~

- ~~• Installation and use of hoods, fans and filters to enclose, collect, and clean the emissions of dusty materials;~~
- ~~• Covering or wetting at all times when in motion of open bodied trucks, trailer or other vehicles transporting materials which create a nuisance by generating particulate matter in areas where the general public has access;~~
- ~~• Application of asphalt, oil, water or suitable chemicals on dirt roads;~~
- ~~• Paving of public or commercial parking surfaces;~~
- ~~• Removal from paved streets and parking surfaces of earth or other material which has a tendency to become airborne;~~
- ~~• Limiting traffic speeds on all unpaved road surfaces to 15 mph;~~
- ~~• Suspending all grading operations when wind speeds exceed 20 miles per hour (including instantaneous gusts);~~
- ~~• Alternate means of control as approved by the Air Pollution Control Officer.~~

~~b) Construction equipment engines shall be maintained in proper operating condition.~~

28. 25. Phase II (Facilities Phase) Construction Emissions

- a) Low emission mobile construction equipment shall be used (e.g., tractor, scraper, dozer, etc.)
- b) Construction equipment engines shall be maintained in proper operating condition.
- c) Low-emission stationary construction equipment shall be used,
- d) A trip reduction plan shall be developed and implemented to achieve 1.5 average vehicle occupancy (AVO) for construction employees.
- e) Construction activity management techniques, such as extending construction period, reducing number of pieces used simultaneously, increasing distance between emission sources reducing or changing hours of construction, and scheduling activity during off-peak hours shall be developed and implemented.
- f) The project applicant shall comply with El Dorado County APCD Rule 224.
- g) The project applicant shall comply with El Dorado County APCD Rule 215.

29. 26. Stationary Source Emissions

- a) The applicant shall incorporate energy-saving design features into future levels of project implementation as feasible and appropriate. The feasibility and appropriateness of each measure can best be determined at future, more-detailed levels of planning. These design features may include, but are not limited to, the following:
- 1) Shade trees;
  - 2) Energy-efficient and automated air conditioners;
  - 3) Double-pane glass in all windows;
  - 4) Energy-efficient low-sodium parking lot lights;
  - 5) Adequate ventilation systems for enclosed parking facilities;
  - 6) Solar or low-emission water heaters;
  - 7) Energy-efficient lighting and lighting controls
  - 8) Central water heating systems;
- b) The applicant, future successors in interest or future homebuilders shall install only EPA-certified woodstoves and fire places.
30. 27. Regional Mobile Source Emissions - The County shall coordinate with the Folsom, El Dorado, Cordova TMA to consider including the project site within the TMA's jurisdiction.
31. 28. Short-Term Construction Noise - Construction activities shall be conducted in accordance with the County noise regulation or limited to the following hours and days: Between the hours of 7:00 a.m. and 5:00 p.m. on any weekday; Between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays; 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.

32. 29. Increased Traffic Noise

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

Notwithstanding the above condition, the following are additional recommended mitigation measures applicable to the specific noise impacts evaluated for this project.

Prior to Final Map approval, the applicant shall provide a copy of the following documents to Development Services- Planning Division:

- a) An updated Traffic Study evaluating and determining the accurate Average Daily Trips (ADT) vehicular volume along Carson Crossing Drive.
- b) Based on item a), the applicant shall provide an updated Acoustical Analysis affirming the applicable recommended noise measures identified in the analysis conducted by Bollard Acoustical Consultants, Inc dated September 17, 2007. Specifically, the analysis shall address the type, appropriate height, and location of the noise barrier along Carson Crossing Drive. The study shall analyze the required standard construction material rating necessary to substantially reduce the interior noise effects borne by the anticipated traffic on Carson Crossing Drive.

Planning Services staff shall review the acoustical study and determine if the appropriate changes have been made to the project to fully mitigate the noise impacts.

33. ~~30.~~ **Railroad Noise**

~~Where the development of a project could result in the exposure of noise sensitive land uses to projected future railroad 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 railroad noise levels would exceed applicable County noise standards at proposed on-site noise sensitive uses the County shall require the implementation of noise attenuation measures, such as setbacks, sound barrier walls, or noise berms, as necessary to reduce traffic noise levels at proposed noise sensitive uses to conform with the applicable County standards.~~

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

Notwithstanding the above condition, the following are additional recommended mitigation measure applicable to the specific impact identified for this project.

Prior to Final Map approval, the applicant shall provide a copy of the following documents to Development Services- Planning Division:

a) An updated Acoustical Analysis affirming the applicable recommended noise measures identified in the analysis conducted by Bollard Acoustical Consultants, Inc dated September 17, 2007. Specifically, the study shall also analyze the appropriate noise barrier along the northern portion of the common property line adjacent to Aerometals Inc. necessary to substantially minimize the facility noise to less than significant level. Details of the barrier shall be reflected on the Improvement Plans for the proposed development. Planning Services staff shall review the acoustical study and determine if the appropriate changes have been made to the project to fully mitigate the noise impacts.

b) A draft copy of the disclosure statement detailing the potential operation impacts of the Aerometals Inc. facility to the future residents of the residential subdivision. The document shall be provided for review and approval by the Development Services-Planning Division. A proof of the final disclosure statement shall be provided prior to issuance of any residential building permit for any portion of the subdivision.

35. 32. Loss of Wetlands

~~a) Prior to issuance of a grading permit, the wetland delineation completed for the Euer Ranch Carson Creek Phase 2 shall be verified by USACE. After verification, any wetlands that would be lost or disturbed shall be replaced or rehabilitated on a "no-net loss" basis in accordance with USACE mitigation guidelines. El Dorado County has also supported the protection of wetlands as specified in the County's General Plan under Objective 7.4.2. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE.~~

b) Prior to issuance of a grading permit, a Stream Bed Alteration Agreement shall be obtained from CDFG, pursuant to §1600 of the California Fish and Game Code, for each stream crossing and any other activities affecting the bed, bank, or associated riparian vegetation of the stream. If required, the project applicant shall coordinate with CDFG in developing appropriate mitigation, and shall abide by the conditions of any executed permits.

c) Grading activities shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control situation, and the potential discharge of pollutants into drainages.

36. ~~33. Special Status Plants Prior to issuance of a grading permit, habitat on the Euer Ranch that is suitable to support Bogg's Lake hedge hyssop shall be surveyed. If any significant population of this species is found in areas proposed for development, a mitigation plan~~

~~designed to result in a no net loss of the species shall be prepared by the project proponent and approved by USFWS. The plan may include measures such as transplantation or revegetation in protected areas on site. Approval of this plan by USFWS and its implementation by the project proponent would reduce impacts to a less than significant level.~~

37. 34. Liquefaction

- a) 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 Carson Creek Specific Plan area are sufficiently addressed.
- b) Prior to the approval of a grading permit for development in the Carson Creek drainage, the applicant shall submit to, and receive approval from, the El Dorado County Department of Transportation (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.

38. 35. Ground Staking

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

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

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

- a) Uncemented silty soils are prone to erosion. Cut slopes and drainage ways within native material shall be protected from direct exposure to water run off immediately

following grading activities. Any cut or fill slopes and their appurtenant drainage facilities shall be designed in accordance with the El Dorado County Grading Ordinance and the Uniform Building Code guidelines. In general, soil slopes shall be no steeper than 2:1 (horizontal to vertical) unless authorized by the Geotechnical Engineer. Slope angles shall be designed to conform to the competence of the material into which they are excavated. Soil erosion and instability may be accelerated due to shearing associated with the Foothills Fault System, and/or Mormon Island Fault Zone.

- b) Drainage facilities shall be lined as necessary to prevent erosion of the site soils immediately following grading activities.
  - c) During construction, trenches greater than 5 feet in depth shall be shored, sloped back at a 1:1 (horizontal to vertical) slope angle or reviewed for stability by the Geotechnical Engineer in accordance with the Occupational Safety and Health Administration regulations if personnel are to enter the excavations.
  - d) Surface soils may be subject to erosion when excavated and exposed to weathering. Erosion control measures shall be implemented during and after construction ~to conform With National Pollution Discharge Elimination System, Storm Drain Standards and El Dorado County Standards.
  - e) Rainfall shall be collected and channeled into an appropriate collection system designed to receive the runoff, minimize erosion and convey the runoff off-site. Conduits intended to convey drainage water off-site shall be protected with energy dissipating devices as appropriate, and in some areas potentially lined with an impermeable, impact proof material.
  - f) Parking facilities, roadway surfaces, and buildings all have impervious surfaces which concentrate runoff and artificially change existing drainage conditions. Collection systems shall be designed where possible to divert natural drainage away from these structures, to collect water concentrated by these surfaces and to convey water away from the Site in accordance with the National Pollution Discharge Elimination System, Storm Drain Standards and El Dorado County Standards.
40. 37. Increased Surface Runoff
- a) Prior to the approval of the first tentative subdivision or parcel map, a condition of approval shall be placed on the tentative map that states prior to the issuance of a grading plan, the project applicant shall submit and obtain approval of final drainage plans by the El Dorado County Department of Transportation. These final drainage plans shall demonstrate that future post-development storm water discharge levels from the project will remain at existing storm water discharge levels and detention basins will be permanently maintained. The drainage plan shall be prepared by a

certified Civil Engineer and shall be in conformance with the El Dorado County Drainage Manual adopted by the Board of Supervisors in March 1995. The project applicant shall form a drainage zone of benefit (ZOB) or other appropriate entity to ensure that all storm water drainage facility maintenance requirements are met. The drainage plans shall include, at a minimum, written text addressing existing conditions, the effects of project improvements all appropriate calculations, a watershed map, potential increases in downstream flows, proposed on-site improvements, and drainage easements, if necessary., to accommodate flows from the site and implementation and maintenance responsibilities. The plan shall address storm drainage during construction and proposed BMPs to reduce erosion and water quality degradation. All on-site drainage facilities shall be constructed to El Dorado County Department of Transportation satisfaction. BMPs shall be implemented throughout the construction process. The following BMPs, or others deemed effective, by the Department of Transportation, will be implemented as necessary and appropriate:

- *Soil Stabilization Practices*

- Straw Mulching
- Hydromulching
- Jute Netting
- Revegetation
- Preservation of Existing Vegetation

- *Sediment Barriers*

- Straw Bale Sediment Barriers
- Filter Fences
- Straw Bale Drop Inlet Sediment Barriers

- *Site Construction Practices*

- Winterization
- Traffic Control
- Dust Control

- *Runoff Control in Slopes/Streets*

- Diversion Dikes
- Diversion Swales
- Sediment Traps



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

41. 38. 100-Year Flood Event

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

42. 39. Short-Term Construction-Related Water Quality Impacts

- a) Prior to issuance of a grading permit, the developer shall obtain from the CVRB a General Construction Activity Storm water Permit under the National Pollutant Discharge Elimination System (NPDES) and comply with all requirements of the permit to minimize pollution of storm water discharges during construction activities.
- b) Prior to issuance of a grading permit, the project applicant shall submit to the El Dorado County Department of Transportation and the Resource Conservation District for review and approval an erosion control program which indicates that proper control of siltation, sedimentation and other pollutants will be implemented per NPDES permit requirements. The erosion control plan shall include BMPs as discussed in mitigation measure 4.10-1, and as follows: sediment basins sediment traps, silt fences, hay bale dikes, gravel construction entrances .maintenance programs, and hydroseeding.

43. 40. Long-Term Water Quality Impacts

- a) On-site detention basins shall be constructed and maintained through the construction period to receive storm water runoff from graded areas to allow capture and settling of sediment prior to discharge to receiving waters. Periodic maintenance of detention basins, Such as debris removal, shall occur on a monthly basis or more frequently as needed to ensure continued effectiveness.

- b) Prior to issuance of a grading permit, the project applicant shall develop a surface water pollution control plan (i.e., parking lot sweeping program and periodic storm drain cleaning) to reduce long-term surface Water quality impacts. Parking lot sweeping shall occur on a weekly basis and storm drain clearing shall occur semi-annually. The plan shall also include the installation of oil, gas and grease trap separators in the project parking lot. These grease trap separators will be cleaned annually. The project applicant shall develop a financial mechanism, to be approved by the El Dorado County Department of Transportation that ensures the long-term implementation of the program.
44. 41. Archaeological Sites CC-1, CC-2, CC-3, CC-4, CC-5, CC-6 and Archaeological Linear Features CC-LF-1, CC-LF-2, and CC-LF-3
- a) Prior to grading and construction activities, significant cultural resources found on the project site shall be recorded or described in a professional report and. submitted to the North Central Information Canter at California State University at Sacramento.
  - b) During grading and construction activities, the name and telephone number of an El Dorado County-approved, licensed archaeologist shall be available at the project site. In the event a heritage resource is encountered during grading or construction activities, the project applicant shall ensure that all activities will cease in the vicinity of the recovered heritage resource until an archaeologist can examine the find in place and determine its significance. If a find is authenticated, the archaeologist shall determine proper methods of handling the resource(s) for transport and placement in an appropriate repository. Grading and construction activities may resume, after the resource is either, retrieved or found to be not of consequence.
45. 42. School Fees
- a) The project applicant shall pay the commercial school fee of \$0.31 per square foot for the age-restricted residential development.
  - b) The project applicant shall reimburse the Latrobe School District for out-of-pocket expenses incurred in planning for school sites within the Carson Creek Specific Plan area before it was age restricted.
  - c) The project applicant also shall meet with the Latrobe School District and the El Dorado Union High School. District to renegotiate school fees in the unlikely event that the age restrictions for the Carson Creek Specific Plan area are lifted.
46. 43. ~~General Plan Consistency~~
- ~~Apply Mitigation Measure "4.12-1" and the following measure: Prior to the approval of the Specific Plan, the applicant shall enter into an Agreement with the affected school districts.~~

47. 44. Law Enforcement

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

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

48. 46. Water Consumption

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

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

49. 47. ~~Work Shed and Barn Areas~~

~~If on-site contamination resulting from the storage and use of hazardous substances within the area of the work shed and barn is discovered during grading or construction, the appropriate local, state, and/or federal agencies shall be contacted. Remediation of any unauthorized~~

~~release of hazardous substances shall be undertaken in accordance with all existing local, state, and federal regulations/requirements and guidelines established for the treatment of hazardous materials.~~

50. 48. Historic Mining

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

51. 49. UTS's

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

52. 50. ~~El Dorado Hills CSD Fiscal Impacts~~

~~The developer shall form a Landscaping and Lighting District, or other financing mechanism, to cover maintenance costs for landscaping, lighting, fencing, sound walls, entry monuments, neighborhood parks, open space, and other public or common areas in the Carson Creek Specific Plan area.~~

53. 51. Cumulative Transportation and Circulation Impacts

a) ~~Widen Latrobe Road from two to four lanes between Golden Foothill Parkway South and Investment Boulevard in order to improve the daily roadway segment LOS to B or better.~~

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

- a) The applicant shall rough grade the regional park site and shall construct a chip-and-seal road to the park site within 60 days of recording of the first final subdivision map for Euer Ranch (Phase 1).
- b) The County intends to form a county- or region-wide financing mechanism such as an El Dorado Hills ("EDH") regional park district or zone of benefit to pay for ongoing

regional park maintenance and any improvements, including those noted in subsection d) below. The formation of this funding mechanism is a precondition to the applicant's obligations under subsections c) through h) below,

- c) The Carson Creek Specific Plan Area shall join in the agreed-upon financing mechanism.
  - d) The applicant shall seek to annex the Carson Creek Specific Plan Area into EID in order to obtain the necessary water resources for the regional park; reclaimed water shall be used to the extent feasible to water the ballfields but potable water is necessary for drinking fountains.
  - e) The applicant shall advance funds, or conducting a nexus study for the regional park assessment district or other agreed-upon, formed financing mechanism within 120 days.
  - f) The applicant shall advance funds, within 180 days after the County approves the first tentative map for Phase 2 of the Carson Creek Specific Plan Area, to pay for completing the following:
    - 1) grading 20 acres for ball fields per County specifications;
    - 2) installing chip-and-seal parking area at the regional park;
    - 3) installing potable and reclaimed water lines to the regional park;
    - 4) obtaining EDUs for EID water and/or installing a well- water system;
    - 5) installing shielded sports lighting on 15 acres of ball fields;
    - 6) installing restrooms, bleachers, and concession stands;
    - 7) installing drainage system, irrigation system, and turf on 15 acres of ballfields.
  - g) The applicants contributions noted above in subsections a), e), and f) shall be considered a loan, which shall be paid back by the assessment district or Other approved financing mechanism, upon the sale of the bonds necessary to construct the facility.
55. 53. The applicant will pay light rail fees in the following circumstances: (1) a region-wide or county-wide, light-rail fee requirement is imposed; (2) before grading permits are issued; and (3) fees shall only apply to units in which no building permit has been issued at the time the light rail fee is imposed. The applicant will receive credit against any fees for any light rail related improvements or land donated to serve light rail.
56. 54. Open channel drainage: The applicant shall minimize the use of culverts and concrete V-ditches and maximize the use of open: unlined and vegetated channels to facilitate removal of pollutants and sediment and to preserve a more natural rural feel to the development. The applicant shall employ best management practices to protect water quality and to minimize erosion in the drainage system. Such practices shall include utilizing grassy swales, open ditches, energy dissipaters, water quality ponds, and grease/oil traps.

- a) Open Space Areas: All drainage in open space corridors shall remain natural, unlined and open. Except as expressly indicated elsewhere in the specific plan, the applicant will not use culverts in these channels and road crossings shall be bridged.
- b) Within areas designated for residential and industrial use, vegetated open-channel drainage shall be the primary means of accommodating stormwater runoff 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 engineering practicable, drainage towards streets shall utilize gutters, A.C. 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.

57. 54. Roadways in the Carson Creek Specific Plan Area shall be curvilinear and separated from pedestrian pathways that run around, over, under, and between structures. Where feasible cul-de-sacs will be incorporated into circulation system designs. The majority of roads (asphalt portion only) shall be 26 feet or less in width.

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

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

- g) Major collectors, without homes fronting the street and with more than 350 ADT, shall be no more than 26 feet wide.  
The majority of roads (asphalt portion only) shall be 26 feet or less in width.

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

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

*The following are the new conditions of approval recommended by the following agencies.*

## **DEPARTMENT OF TRANSPORTATION**

### *PROJECT SPECIFIC CONDITIONS*

- 58. The applicant shall be subject to all applicable Conditions as specified for the Carson Creek Specific Plan as well as any required Mitigation Measures described in the Mitigation Monitoring Checklist for the Carson Creek Specific Plan.
- 59. The applicant shall provide a striped turn pocket along Golden Foothill Parkway onto Carson Crossing Drive. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
- 60. The applicant shall provide left turn pockets for the first and fourth residential street intersections and Carson Crossing Drive. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
- 61. The applicant shall provide a minimum 20-foot break in the landscaped median at the intersection with the second and third residential street intersections and Carson Crossing Drive for fire access. These streets shall be emergency exits with right out exits only. No left turn signage shall be provided at said intersections. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.

62. All roads shall be constructed in conformance with the Carson Creek Specific Plan and the Design and Improvements Standard Manual as noted in the table below. The applicant shall provide a non-exclusive road and public utility easement (R&PUE) for onsite roadways as listed in the table and 60ft wide radius R&PUE for any cul-de-sac. Sidewalk widths for cross sections provided in the table can be found on the exhibit dated October 18, 2007 provided by CTA. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.



<b>Road Name</b>	<b>Section</b>	<b>Right of Way Width</b>	<b>Pavement Width</b>	<b>Design Speed Limits</b>	<b>Exceptions/Notes</b>
Residential Street I	A-A, B-B, & C-C	40' R/W plus utility easements	24ft travel way	25 MPH	Type 1 rolled curb & gutter on both sides, plus either none, one, or two 4ft sidewalks
Residential Street II	D-D & E-E	64' R/W  (44' R/W-section E-E) plus utility easements	24ft travel way	25 MPH	Type 1 rolled curb & gutter on both sides, open swale drainage on both sides, plus one or two 6ft sidewalks
Residential Collector	F-F	64' R/W plus utility easements	26ft travel way	25 MPH	Type 2 vertical curb & gutter on one side and type 1 rolled curb & gutter on the other (sidewalk) side, open swale drainage on both sides, plus one 6ft detached sidewalk
Residential Collector Entry Road (Village 8)	G-G	100' TO 80' R/W plus utility easements	36ft (2-18ft lanes) travel way, landscaped median (width varies), open swale drainage	25 MPH	Type 2 vertical curb & gutter on both sides, open swale drainage on both sides, plus one 6ft detached sidewalk
Residential Collector Secondary Entry Road (Village 8)	H-H & I-I	80' R/W plus utility easements	36ft (2-18ft lanes) travel way, landscaped median (width varies), open swale drainage	25 MPH	Type 2 vertical curb & gutter on both sides, open swale drainage on both sides, plus one 6ft detached sidewalk
Residential Collector Entry Road (Village 6B)	J-J & K-K	100' TO 50' R/W plus utility easements	Transition 36ft (2-18ft lanes) to 24ft (2-12ft lanes) travel way, landscaped median (width	25 MPH	Type 2 vertical curb & gutter on both sides, open swale drainage on both sides, plus two 6ft detached sidewalks

			varies), open swale drainage		
Residential Collector Secondary Entry Road (Village 6B)	L-L	56' R/W plus utility easements	36ft (2-12ft lanes) travel way, landscaped median (width varies), open swale drainage	25 MPH	Type 1 rolled curb & gutter on both sides, open swale drainage on both sides, plus one 4ft detached sidewalk
Existing Carson Crossing Drive (Transition Section)	M-M Sta. 28+00 to Sta. 30+60 (+/- 50 feet)	Existing 72' R/W	Existing 64ft pavement width plus utility/ slope easements - Transition from four lane to two lane travel ways, stripe median (width varies)	40 MPH	Existing Type 2 vertical curb & gutter w/ 6ft attached sidewalk one side only and bike lane on both sides. Transition length to be determined by traffic engineer.
Carson Crossing Drive (Channelization Section)	N-N Sta. 30+60 (+/-50 feet) to Sta.33+10 (+/- 50 feet)	80' R/W plus 10-foot landscape and public service easements (in Lot G)	Transition 46ft (2-23ft lanes) to 36ft (2-18ft lanes) travel way (4ft bike lanes on both sides), control line/ roadway channelization 7.5ft to the centerline of the 80' R/W, landscaped median (width varies)	40 MPH	Transition from Type 2 vertical curb & gutter to roadside ditch w/ 6ft attached sidewalk on one side. Channelization length to be determined by traffic engineer.

Carson Crossing Drive	O-O & P-P	80' R/W plus 10-foot landscape and public service easements (in Lot G)	36ft (2-18ft lanes) travel way with 2-2' benches on either side of travel way (4ft bike lanes on both sides), landscaped median (width varies), roadside drainage ditch on both sides	40 MPH	Roadside ditch w/ 6ft detached sidewalk on one side
Carson Crossing Drive	Q-Q	80' R/W plus utility/slope easements	36ft (2-18ft lanes) travel way with 2-2' benches on either side of travel way (4ft bike lanes on both sides), landscaped median (width varies), roadside drainage ditch on both sides, 14ft pedestrian path/ access road	40 MPH	Roadside ditch w/ 6ft detached sidewalk on one side and 14ft access/ pedestrian path (8ft asphalt paved w/ 2-3ft AB shoulders)

**Notes:**  
**Road widths in the preceding table are measured from curb face to curb face.**  
**Curb face for rolled curb and gutter is considered as 6" from the back of the curb.**

63. All curb returns, at pedestrian crossing, shall include a pedestrian ramp with truncated domes per Caltrans Standard A88A and four feet of sidewalk/landing at the back of the ramp.
64. The County shall accept the offer of Carson Crossing drive and it is in the County maintenance program. Therefore, remove requirement for maintenance by a CSAZOB or appropriate entity with the filing of the final map.
65. The applicant shall irrevocably offer to dedicate the ROW as shown on the tentative map dated November 2007 (January 2008) with the filing of the final map. This offer will be rejected by the County.
66. Prior to filing of final map, the applicant shall join or form a drainage zone of benefit or other appropriate entity to ensure that all storm water drainage facility maintenance requirements are met.

*STANDARD CONDITIONS*

67. The developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual from the County Department of Transportation, and pay all applicable fees prior to filing of the final map.
68. All curb returns, at pedestrian crossing, shall include a pedestrian ramp with truncated domes per Caltrans Standard A88A and four feet of sidewalk/landing at the back of the ramp.
69. The developer shall enter into an Improvement Agreement with the County and provide security to guarantee performance of the Improvement Agreement as set forth within the County of El Dorado Major Land Division Ordinance, prior to filing the final map.
70. The construction of all required improvements shall be completed with the presentation of the final map to the Planning Director before presentation of the final map to the Board of Supervisors for its approval. For improvements not completed, the subdivider shall provide a 100 percent performance surety and a 50 percent labor and materialmen surety by separate bond, cash deposit, assignment, or letter of credit from a financial institution. For improvements which have been completed, the subdivider shall provide a ten percent maintenance surety in any of the above-mentioned forms. Verification of construction, or partial construction, and cost of completion shall be determined by the County Department of Transportation.
71. The final map shall show all utility, road and drainage easements per the recommendation of the utility purveyors and the County Engineer. Final determination of the location of said easements shall be made by the County Engineer. Said easements shall be irrevocably offered to the County.
72. A final drainage study shall be prepared by the project proponent and submitted with the

subdivision grading and improvement plans to the approval/satisfaction of the Department of Transportation. All drainage facilities identified in the drainage study shall be included in the subdivision grading and improvement plans.

73. Cross lot drainage shall be avoided. When cross lot drainage does occur, it shall be contained within dedicated drainage easements, and included in the County Service Area Zone of Benefit (ZOB), Home Owners Association, or other entity acceptable to the County. 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.
74. All new or reconstructed drainage inlets shall have a storm water quality message stamped into the concrete, conforming to Sacramento County Standard Drawing 11-10. All stamps shall be approved by the El Dorado County inspector prior to being used.
75. Grading plans shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance and El Dorado County Storm Water Management Plan. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation, and the potential discharge of pollutants into drainages.
76. All outside agency permit numbers shall be placed on the improvement plan set prior to approval of improvement plans.
77. The applicant shall submit a soils and geologic hazards report (meeting the requirements for such reports provided in the El Dorado County Grading Ordinance) to, and receive approval from the El Dorado County Department of Transportation. Grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations.
78. Grading plans shall be prepared and submitted to the El Dorado County Resource Conservation District (RCD) and the Department of Transportation. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the Department of Transportation shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. The County shall issue no building permits until the Department of Transportation approves the final grading and erosion control plans and the grading is completed.
79. If the project disturbs more than one acre of land area (43,560 square feet), the Developer shall file a "Notice of Intent" (NOI) to comply with the Statewide General NPDES Permit for storm water discharges associated with construction activity with the State Water Resources Control Board (SWRCB). This condition is mandated by the Federal Clean Water Act and the California Water Code. A notice of Intent form, the appropriate fee, and a location map are required for this filing. A copy of the Application shall be submitted to the County with two (2) copies of the Storm Water Pollution Prevention Plan (SWPPP), prior to building permit issuance, and by state law must be done prior to commencing construction

80. The timing of construction and method of revegetation shall be coordinated with the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the Department of Transportation. The Department of Transportation shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15.
81. Turnarounds shall be constructed at any proposed entry gates within this subdivision and the design are subject to the review and approval by the Department of Transportation at the improvement plan stage.
82. 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).
83. Upon completion of the improvements required, and prior to acceptance of the improvements by the County, the developer will provide a CD to DOT with the drainage report, structural wall calculations, and geotechnical reports in PDF format and the record drawings in TIF format.
84. The applicant shall pay the traffic impact fees in effect at the time a building application is deemed complete.

#### **EL DORADO HILLS FIRE DEPARTMENT**

85. The potable water system for the purpose of the fire protection for this residential development shall provide a minimum fire flow of 1,500 gpm with a minimum residual pressure of 20 psi for 2-hour duration. This equipment is based on a single-family dwelling 4,800 square feet or less in size. Any home larger than 4,800 square feet shall be required to provide the fire flow for the square footage of that dwelling or shall be required to provide the fire flow for the square footage of that dwelling or shall be fire sprinklered in accordance with NFPA 13D and Fire Department requirements. This fire flow shall be in excess of the maximum daily consumption rate of 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.
86. This development shall install Mueller Dry Barrel fire hydrants conforming to El Dorado Irrigation District specifications for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 500 feet. The exact location of each hydrant shall be determined by the Fire Department.
  87. To enhance nighttime visibility, each hydrant shall be painted with safety white and marked in the roadway with a blue reflective marker as specified by the Fire Department and the Fire Safe Regulations.

88. In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to framing of any combustible members as specified by El Dorado Hills Fire Department Standard 103.
89. Prior to Final Map approval, the applicant shall submit a Wildland Fire Safe Plan, subject to review and approval by the Fire Department. Specifically, the Plan shall include provisions for type, dimension, and location of gates and fencing for lots along Wildland Open Space.
90. This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump section of roadway.
91. The final design and configuration for the all primary and secondary emergency access gate entries located along Carson Crossing Drive shall be submitted to the department for review and approval at the time of Improvement Plans and Final Map process.

#### **EL DORADO HILLS COMMUNITY SERVICES DISTRICT (EDH CSD)**

92. Parkland Dedication requirements are triggered for subdivision projects with 50 or more residential units. Based on 3.3 persons per household and in accordance with Quimby Act, the District require 5.0 acre of parkland to be dedicated (302 residential units x 3.3 persons/household (residential unit) x 5 acres/ 1,000 persons). Carson Creek Phase 2, Unit 1 subdivision includes "Lot X", measuring 4.9 acres, identified to be a private recreation facility. The District would provide up to 50% park credit for private facilities, totaling 2.5 acre credit against the 5.0 required parkland acres. The balance of 2.5 acres will be made up in in-lieu Quimby fees, which are calculated using the equivalent value of finished in-project acres. This is determined through a formal appraisal process or through mutual agreement with the District and Developer. In-lieu fees shall be due and payable in full upon recording of final map.
93. The proposed multi-use trails shall be maintained by a new Homeowners Association (HOA) or through a Landscape Lighting Assessment District (LLAD) in coordination with the CSD. Evidence of a dedicated funding mechanism for trail maintenance is required prior to filing the first final map.
94. The applicant shall coordinate with CSD on the trail design and approval. The open space trails shall remain open to public and not gated. The trails will connect to the existing trail system to the North (Euer Ranch-Four Seasons) and will continue through to the future southern portions of the Carson Creek Specific Plan.
95. The project shall grant an Irrevocable Offer of Dedication through the open space area for trails to the El Dorado Hills Community Services District upon recording of the final map.

96. Prior to recordation of the first final map, the applicant shall coordinate with the District in forming a shell Landscaping and Lighting Assessment District (LLAD). The LLAD shall function as back-up funding mechanism to the Carson Creek Homeowner's Association for the maintenance and operation of landscaping, streetscape, lighting, fencing, trails, walkways, signage, soundwalls, entry, monuments, private recreation facilities and other common or public areas.
97. Payment of applicable Park Impact Fees shall be remitted to the District at the time of building permit issuance.
98. Street lights shall be installed at the primary and secondary access gate intersections. All streetlights shall comply with dark sky standards.
99. Bicycle lanes along Carson Crossing Road shall be Class II, striped and signed appropriately. All other bicycle lanes within the project shall be Class I.

#### **COUNTY SURVEYOR**

100. All survey monuments must be set prior to the representation of the final map to the Board of Supervisors for approval, or the developer shall a surety of work to be done by bond or cash deposit. Verification of set survey monuments, or amount of bond or deposit to coordinated with the County Surveyor's Office.
101. 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.



## **ATTACHMENT 2 FINDINGS**

### **FILE NUMBER TENTATIVE SUBDIVISION MAP TM04-1391**

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 CEQA FINDING**

- 1.1 The project is a residential project and a part of an adopted Carson Creek Specific Plan, subject to the certified Environmental Impact Report (EIR) and mitigation measures in the Mitigation Monitoring Reporting Program. No impacts have been identified which were not discussed and mitigated in the EIR. Specific mitigation measures (noise impacts) have been incorporated which would reduce the impacts to less than significant level. Therefore, the project is deemed exempt from the requirements of CEQA pursuant to Section 15162. No further environmental analysis is necessary.

Off-site improvements associated with the project that were not specifically evaluated in the EIR include water line extension, road striping, and construction of lane tapers. These activities would take place within an existing right-of-way (Golden Foothill Parkway and Carson Crossing Drive), in accordance with the applicable requirements of the project, and corresponding agency standards. Staff has determined that these changes would not result in new environmental impacts. Therefore, these activities are deemed Categorical Exempt under Section 15303d (New Construction or Conversion of Small Structures) of CEQA.

- 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 Development Services Department - Planning Services 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 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. The specific plan and the respective land use maps are accepted and incorporated by reference and are hereby adopted as the General Plan Land Use map for the project area. The proposed minor amendment to the specific plan, tentative map and deviation from standards have been verified for conformance with the applicable policies of the General Plan, specific policies in the Carson Creek Specific Plan, provisions of the Settlement Agreement, and mitigation measures in Environmental Impact Report. Therefore, the project is consistent with the General Plan.

## 2.2 Carson Creek Specific Plan

The project has been verified for conformance with the specific policies and requirements of the Carson Creek Specific Plan and provisions of the Settlement Agreement including phasing, density, design, amenities, preservation of natural features and utilities. The proposed minor amendments to the Specific Plan 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 Carson Creek Specific Plan.

## 2.3 Zoning

The anticipated project development shall conform to the applicable standards set forth in the Specific Plan. Specifically, the residential subdivision has been designed and verified in accordance with the development and zone standards under Single-Family Residential (SFR-6) and Single-Family High Density (SFHD) of the specific plan. Therefore, the project has been found to be consistent with the Zone Standards in the Carson Creek Specific Plan.

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

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

*The design and improvement of the subdivision has been designed in conformance with the identified residential land use requirements in the Specific Plan. 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 Carson Creek Specific Plan 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 Carson Creek Phase 2, Unit 1 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 Specific plan. Prior to any activity, the anticipated development would require various permit and plan approval, 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 Carson Creek Specific Plan, and the required mitigation measures originally evaluated under the certified Environmental Impact Report (EIR) for the Carson Creek Specific Plan. 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 Carson Creek Specific Plan, 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 Specific Plan and the adopted EIR for the Plan.*

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. In this connection the approving authority may approve a map if it

finds that alternate easements for access or for use will be provided and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision. (Ord. 3805 §15, 1988: prior code §9702)

*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.*

## **2.5 Design Waiver**

**Design Waiver 1** - Construction of Carson Crossing Drive encroachment onto Golden Foothill Parkway based Standard Plan 103E without the 100' foot tapers;

- 2.5.1 There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver.

*The alignment of Carson Crossing Drive at its intersection with Golden Foothill Parkway does not have adequate area to accommodate the 100' foot tapers. In addition, the project Settlement Agreement states the project will minimize impervious surfaces such as roadway pavement to the extent practicable.*

- 2.5.2 Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.

*The strict application of the design standards require acquisition of adjacent land currently owned by others in order to construct the tapers resulting in an unnecessary hardship in developing the property.*

- 2.5.3 The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.

*The design waiver proposes improvements consistent with the County standards and therefore would not be injurious to adjacent properties or detrimental to the health, safety, convenience or welfare of the public. The existing road section provides adequate area for acceleration and deceleration to accommodate turning movements.*

- 2.5.4 The waiver would not have the effect of nullifying the objectives of this article or any other law or ordinance applicable to the subdivision.

*The proposed improvements meet existing County standards , the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004 General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 16 of the County Code or other ordinance.*

**Design Waiver 2** - To construct all proposed encroachments onto Carson Crossing Drive to Standard Plan 103D without the 100' tapers.

- 2.5.5 There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver.

*The provision of tapers at encroachments onto Carson Crossing Drive would interfere with roadside ditches. In addition, the project Settlement Agreement states the project will minimize impervious surfaces such as roadway pavement to the extent practicable.*

- 2.5.6 Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.

*The strict application of the design standard results in unnecessary impacts to roadside ditches with potential environmental impacts that would have been otherwise avoided.*

- 2.5.7 The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.

*The provision of stop signs at the proposed encroachments slows traffic thereby reducing the need for tapers and therefore, the design waiver would not be injurious to adjacent properties or detrimental to the health, safety, convenience or welfare of the public. The proposed 18' road section provides adequate area for acceleration and deceleration to accommodate turning movements.*

- 2.5.8 The waiver would not have the effect of nullifying the objectives of this article or any other law or ordinance applicable to the subdivision.

*The proposed improvements meet existing County standards , the requirements of the Carson Creek Specific Plan, and are consistent with the policies of the 2004 General Plan, and therefore would not have the effect of nullifying the objectives of Article II of Chapter 16 of the County Code or other ordinance.*

**ATTACHMENT 3. CONSISTENCY MATRIX**

**Conformance to Applicable Standards and Requirements**

<b>CARSON CREEK SPECIFIC PLAN (CCSP)</b>	<b>DEVELOPMENT AGREEMENT</b>	<b>SETTLEMENT AGREEMENT [PACKAGE OF ACTIONS (POA)]</b>	<b>CCSP PUBLIC FINANCING PLAN</b>	<b>JUSTIFICATION</b>
<p><u>Residential</u></p> <p>The Settlement Agreement proposed amendments to the CCSP. The CCSP contains the following regarding land use:</p> <p>Buildout of the Specific Plan would result in the construction of 1,700 housing units, 40,000 square feet of commercial uses, 449,605 square feet of research and development uses, 780,279 square feet of industrial uses, 37 acres of parks and 198.9 acres of open space.</p> <p>3.3 The land use plan provides for the development of 1,700 units in 10 residential villages. The Specific Plan</p>	<p><u>Residential</u></p> <p align="center">NA</p>	<p><u>Residential</u></p> <p>According to the Settlement Agreement, POA “Density” and “Land Use” sections, the CCSP would be developed as 1,700 age-restricted housing units and other uses as further described in the agreed upon terms that follow. The Settlement Agreement and POA contain the following:</p> <p>POA #1 Real Parties agree to restrict the number of allowed residential dwelling units in the CCSP. Real Parties agree to voluntarily restrict the number of allowed residential dwelling units in the CCSP Area to 1,700 age restricted dwelling units. Age restricted means that residents must qualify under California Civil Code Section 51.3.</p> <p>POA #1 The CCSP shall be revised to residential dwelling units to 1,700 Age-restricted units. The Change is more particularly depicted in Exhibit B of the Settlement Agreement.</p> <p>POA #2 Quality Growth and Real Parties agree that the planned residential development would be restricted as a senior housing development within the meaning of California Civil Code Section 51.3 (Senior Community).</p> <p>POA #2 If in the next five years either the law governing senior communities changes substantially or the market would not support a senior community, the parties agree that they would meet and discuss in good faith amending the</p>	<p><u>Residential</u></p> <p align="center">NA</p>	<p><u>Residential</u></p> <p>With the execution of the Settlement Agreement and the adoption of the CCSP, Quality Growth and Real Parties agreed that the planned residential development would be restricted to use as a senior citizen housing development. The Parties agreed to restrict the number of allowed residential dwelling units in the CCSP Area to 1,700 age-restricted residential dwelling units. The tentative map for Euer Ranch (Northern portion) of the plan area was approved in March 1997 and contains 460 age-restricted units. Euer Ranch is built out. The southern portion of the CCSP is planned to contain the remaining 1,240 age-restricted units. The Carson Creek Phase 2, Unit 1 map contains 302 age-restricted units in Village 6B and Village 8. The remaining age-restricted units are planned for the remainder of Carson Creek.</p> <p>The Parties recognized that laws and markets may change. If in the five years following the execution date of the Settlement Agreement (9/27/99) either the law governing senior communities change substantially or the market would not support a senior community, the Parties agree that they would meet and discuss in good faith amending the term of the Agreement provided that the environmental impacts from any alternative development shall be no greater than those allowed under the agreement. The Specific Plan acknowledged this caveat.</p>

<p><b>CARSON CREEK          SPECIFIC PLAN          (CCSP)</b></p>	<p><b>DEVELOPMENT          AGREEMENT</b></p>	<p><b>SETTLEMENT AGREEMENT          (PACKAGE OF ACTIONS)</b></p>	<p><b>CCSP          PUBLIC          FACILITIES          FINANCING PLAN          (PFFP)</b></p>	<p><b>JUSTIFICATION</b></p>
<p>contemplates, in its residential areas, an age-restricted, senior citizen housing development within the meaning of California Civil Code Section 51.3 with an array of largely single-family housing types and densities. Section 51.3 provides that qualifying residents for senior communities are those who are 55 years of age or older.</p> <p>3.3 The CCSP allows for mix of densities in each Village. Actual density would be fixed at Tentative Map.</p>		<p>term of the Agreement provided that the environmental impacts from any alternative development shall be no greater than those allowed under the Agreement.</p> <p>POA #2 The CCSP shall be revised so that lands currently planned for commercial or research and development shall be restricted for either (1) industrial/research/development uses or (2) use as a golf course. A single site plan, Exhibit B to the Settlement Agreement, has been prepared depicting the use of the land.</p> <p>POA #2 Exhibit B does not contemplate the use as a golf course. If Real Parties opt to build a golf course in the Specific Plan Area, they would have to reconfigure the land use on the entire site, including the location of planned residential units to accommodate the golf course. The new site plan would also comply with the Settlement Agreement, including the open space and riparian set back requirements set forth in Exhibit B.</p>		
<p><u>Open Space</u></p>	<p><u>Open Space</u></p>	<p><u>Open Space</u></p>	<p><u>Open Space</u></p>	<p><u>Open Space</u></p>

<p><b>CARSON CREEK          SPECIFIC PLAN          (CCSP)</b></p>	<p><b>DEVELOPMENT          AGREEMENT</b></p>	<p><b>SETTLEMENT AGREEMENT          (PACKAGE OF ACTIONS)</b></p>	<p><b>CCSP          PUBLIC          FACILITIES          FINANCING PLAN          (PFFP)</b></p>	<p><b>JUSTIFICATION</b></p>
<p>The Settlement Agreement proposed amendments to the CCSP containing the following regarding open space:</p> <p>The natural channel of Carson Creek and its tributaries would be preserved by means of a linear parkway system linking natural, open-space areas with parks. Wetlands would be preserved, restored and enhanced as natural open space. Other open space areas have been designated to provide mitigation for the wetland resources that cannot be preserved. A riparian corridor would be established to connect drainageways and open space with</p>	<p>Landowner shall provide either through dedication to the County or other governmental agency, or conveyance to a homeowners association which covenants to provide maintenance, park lands as more specifically described in the PFFP. Dedication or conveyance of such lands would occur at such time the property in which the park is located is subdivided into residential units or at such other time as agreed between Landowner and the entity accepting the dedication of the park. Similarly, those</p>	<p>According to the Settlement Agreement, POA “Carson Creek Water Quality” and “Stream Corridors and Wetlands” the Parties agreed to the following:</p> <p>POA #9 Real Parties agree to post signs informing public that the area is a wetlands preserve. Real Parties further agree to post signs if EID discharges untreated wastewater into Carson Creek if state law requires such posting.</p> <p>POA #10 Quality Growth originally asked for uniform, 200-foot setbacks along the creeks. The Parties agree, however, that such a uniform approach is not feasible. Instead, they have agreed that an additional approximately 50 acres shall be provided as stream and wetland corridors for wildlife habitat. Total acreages for stream and wetland corridors would be approximately 189 acres. However, exact figures would be set forth on the new land use plan for the CCSP Area, attached to the main body of this Settlement Agreement as Exhibit B.</p> <p>POA #10 Real Parties shall revegetate riparian and wetland corridors with native plants in accordance with the approved plant list attached as Exhibit 4.</p>	<p>VI.A.1 Public Open Space: The areas designated open space shall be ultimately dedicated to a public agency or conveyed to a master homeowners association formed within the Specific Plan area for perpetual maintenance and preservation. The precise timing of dedication or conveyance shall be determined subsequent to the issuance of all necessary wetlands permits for the development of the Specific Plan to ensure compliance with any conditions imposed on those permits.</p> <p>VI.A.2 Open Space Management Plan: Prior to the</p>	<p>With the execution of the Settlement Agreement and the adoption of the CCSP, Quality Growth and Real Parties agreed that total acreages for open space, stream and wetland corridors would be 198.9 acres. The tentative map for Euer Ranch (Northern portion) of the plan area was approved in March 1997 and contains 16.48 acres of open space. The Carson Creek, Unit 1 tentative map includes a Large Lot Phase O map that contains Lot 9 (Tributary 3, open space – 12.25 acres) and Lot 10 (Carson Creek open space 7.34 acres). Total Open space for Euer Ranch and Carson Creek, Unit 1 would be 36.07 acres. The remaining 162.8 acres of required open space would be located within the remainder of Carson Creek.</p> <p>One of the important elements of the Settlement Agreement POA was the incorporation of open channel drainage as a means of conveying storm water runoff through the development. The natural open channel drainage ways, Tributary 3 and Carson Creek, are located within the open space areas. Specific sections of the internal roads include open drainage swale along the frontage of the lots.</p> <p>The project has been conditioned to determine funding mechanism via an LLAD or HOA.</p>



<p><b>CARSON CREEK          SPECIFIC PLAN          (CCSP)</b></p>	<p><b>DEVELOPMENT          AGREEMENT</b></p>	<p><b>SETTLEMENT AGREEMENT          (PACKAGE OF ACTIONS)</b></p>	<p><b>CCSP          PUBLIC          FACILITIES          FINANCING PLAN          (PFFP)</b></p>	<p><b>JUSTIFICATION</b></p>
<p>ponds to provide habitat for a broad range of plants and animals. A trail system integrated into the parkway would allow pedestrian and bicycle access to all parts of the site.</p> <p>The CCSP provides for 198.9 acres of enhanced open space in conjunction with the natural drainage system of the site. Open space areas have been established for preservation of natural resources, wetlands, upland habitat adjacent to riparian and seasonal wetland habitat, and flood plain areas, for passive recreation, and enjoyment of the residents of the CCSP and El Dorado County.</p>	<p>areas depicted as open space within the Specific Plan may be offered for dedication to the County, or other appropriate agency or entity, at such time as the boundaries of such areas are established through subdivision of the lands.</p>		<p>recording of the first final map within the Specific Plan, the developer shall prepare an Open Space Management Plan which shall describe the allowable uses within the open space areas and periodic maintenance required. The Open Space Management Plan shall contain a Wild Fire Management Plan.</p> <p>VI.A.4 Landscaping and Lighting District:          A Landscaping and Lighting District, or other appropriate funding mechanism shall be formed by landowners for the purpose of providing funding for the perpetual maintenance of the open space area in the event the open space</p>	

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<p>Buildings and development within this category shall be kept at the minimum necessary to allow full enjoyment of the open space.</p> <p>3.5.1 There would be approximately 199 acres of Open Space within the Specific Plan area. These areas would be maintained as natural and enhanced habitat, and as preserved sensitive creek and wetlands areas, providing opportunities for preservation and enhancement of wildlife and plant species. Several enhanced wetland areas in the southern and western portion of the site would support a diversity of wildlife.</p>			<p>is dedicated to a public agency. If not, maintenance shall be financed through the assessment of homeowner's association dues. In that event, the LLAD would remain in place, but unfunded, as a backup financing mechanism.</p>	

<p><b>CARSON CREEK          SPECIFIC PLAN          (CCSP)</b></p>	<p><b>DEVELOPMENT          AGREEMENT</b></p>	<p><b>SETTLEMENT AGREEMENT          (PACKAGE OF ACTIONS)</b></p>	<p><b>CCSP          PUBLIC          FACILITIES          FINANCING PLAN          (PFFP)</b></p>	<p><b>JUSTIFICATION</b></p>
<p>3.5.2 Where the open space abuts Sacramento County agricultural lands, a four foot high, open screen fence would be constructed to control the movement of cattle and to discourage trespassing.</p> <p>4.15 Revegetation of riparian areas shall be planted native plants as provided on pages 4-20-4-21 in the CCSP.</p> <p>5.3 Maintenance of facilities in the CCSP community would be carried out by El Dorado County special districts and private entities depending upon the respective ownership. Carson Creek facilities, owned by the</p>				

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<p>County or the Community Services District or another appropriate entity, would be maintained through the use of landscaping and lighting districts or zone of benefit established for Carson Creek and general fund revenues of the respective entity. Facilities owned by private property owners would be maintained by the property owner.</p>				
<p><u>Parks and Recreation</u></p> <p>The CCSP contains the following regarding parks:</p> <p>3.3 Five parks consisting of 37-acres are provided within the community. The</p>	<p><u>Parks and Recreation</u></p> <p>3.4 Parks and Open Space – Landowner shall provide either through dedication to the County or other governmental agency, or</p>	<p><u>Parks and Recreation</u></p> <p>According to the Settlement Agreement, POA “Parks” section, it was agreed that, because the Amended Specific Plan would restrict residential development to a senior community, the communities’ need for parks changes as well. The Parties agreed to the following that also became CCSP Condition #52. The Settlement Agreement and POA contain the following regarding parks:</p>	<p><u>Parks and Recreation</u></p> <p>VI.B.1 Dedication Requirements – The landowners and developers shall convey to the appropriate agency or entity park acreage sufficient to comply with the requirement of the General Plan (5</p>	<p><u>Parks and Recreation</u></p> <p>The Amended Specific Plan restricted residential development to a Senior Community. As an age-restricted development, the need for youth oriented sports fields would not be present. Rather, age-restricted developments have a need for passive recreation areas, such as pathways and a recreation center, both of which have been designed into the project.</p>

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<p> parks include one regional park and several neighborhood parks.</p> <p> 3.3A 30-acre Regional Park is located in the southernmost portion of the site and is intended to provide for large scale recreation needs of the western area of El Dorado County.</p> <p> 3.3 Several Neighborhood Parks have been provided for active and passive use. These parks should be designed to allow visibility from surrounding residential uses. These parks may be used for storm water detention if properly designed to allow recreational</p>	<p> conveyance to a homeowners association which covenants to provide maintenance, park lands as more specifically described in the PFFP. Dedication or conveyance of such lands would occur at such time the property in which the park is located is subdivided into residential units or at such other time as agreed between Landowner and the entity accepting the dedication of the park. Similarly, those areas depicted as open space within the Specific Plan may be offered for dedication to the County, or other appropriate</p>	<p> POA #3a Real Parties and Quality Growth have agreed that the Specific Plan would be amended to reflect the following planned parks: (1) a 30-acre regional park; (2) three 1-acre parks (approximately 1-acre each); and (3) one 3-acre park.</p> <p> POA #3b-Quality Growth seeks some assurance that the 30-acre regional park would be constructed as soon as feasible. Currently, there is no fee mechanism for construction of regional parks. However, it is clear that the proposed park would benefit areas beyond simply this project site. Quality Growth and Real Parties identified large impediments to immediate construction, such as the lack of water for and lack of access to the regional park. For these reasons, Quality Growth and Real Parties agree to the following measures to encourage construction of the regional park as soon as feasible:</p> <p> POA #3b1-Real Parties shall rough grade the regional park site and shall construct a chip-and-seal road to the park site within 60 days of recording of the first final subdivision map for Euer Ranch (Phase 1).</p> <p> POA #3b2-The County intends to form a county- or region-wide financing mechanism such as an El Dorado Hills ("EDH") regional park district or zone of benefit to pay for ongoing regional park</p>	<p> acres per 1,000 population, based on 3.3 persons per household). The precise location and size of the parks shall be determined at the time of approval of the tentative maps for the area wherein the park site is located. Pursuant to agreement between landowner and the entity designated as the maintenance entity for parks, fees may be paid in lieu of land dedication to satisfy the General Plan requirements, provided that such fees shall be used to serve the park needs of the residents of the Specific Plan area.</p> <p> VI.B.2 Maintenance Entity – Maintenance of parklands within the Specific Plan shall be performed by</p>	<p> Real Parties and Quality Growth agreed and the Specific Plan was amended to reflect the following planned neighborhood parks: (1) three 1-acre parks (approximately 1-acre each); and (2) one 3-acre park. Carson Creek, Unit 1 does not have a park site within its boundaries. However, it does have a Recreational Center, subject to a future special use permit. It is the intent that the overall CCSP area would accommodate the required parks. The tentative map for Euer Ranch (Northern portion) of the plan area was approved in March 1997 and contains 2.2 acres of parks and a recreation center. This satisfies the condition for one of the one-acre neighborhood parks. The remainder of the neighborhood park sites are to be located in future Carson Creek, Unit 2 which would contain two one-acre neighborhood parks and one three-acre neighborhood park.</p> <p> The landowner shall form a parklands and a maintenance entity shall be formed to perform on-going park maintenance. The CCSP was annexed into the El Dorado Hills Community Services District in December 2005. The one-acre park in Euer Ranch is owned and maintained by the Euer Ranch Homeowner's Association. The one-acre neighborhood parks in Carson Creek, Unit 2 would be owned and maintained by the Carson Creek Homeowner's Association. The three-acre park parks in Carson Creek, Unit 2 would be deeded to and maintained by the El Dorado Hills Community Services District.</p>

CARSON CREEK SPECIFIC PLAN (CCSP)	DEVELOPMENT AGREEMENT	SETTLEMENT AGREEMENT (PACKAGE OF ACTIONS)	CCSP PUBLIC FACILITIES FINANCING PLAN (PFFP)	JUSTIFICATION
<p>activities to coexist. These parks are designated as residential areas until such time as tentative maps are submitted and parklands are shown in accordance with the Quimby Act. Dedication of the parks to the appropriate entity would occur at the final map stage.</p> <p>5.3 Maintenance of facilities in the CCSP community would be carried out by El Dorado County special districts and private entities depending upon the respective ownership. Carson Creek facilities, owned by the County or the Community Services District or another appropriate entity,</p>	<p>agency or entity, at such time as the boundaries of such areas are established through subdivision of the lands.</p> <p>3.4.1 Reversion Clause – The conveyance of lands pursuant to this subsection shall contain a reversionary clause which provides that should the lands ever be used for any purpose other than public recreation or open space, they shall revert to Landowner or Landowner’s successor in interest.</p> <p>3.4.2 Maintenance and Control –</p>	<p>maintenance and any improvements, including those noted in subsection d) below. The formation of this funding mechanism is a precondition to Real Parties' obligations under subsections c) through h) below:</p> <p>POA #3b3-Real Parties agree that both the CCSP Area and the Promontory Specific Plan Area shall join in the agreed-upon financing mechanism.</p> <p>POA #3b4-The Real Parties shall seek to annex the CCSP Area into EID in order to obtain the necessary water resources for the regional park; reclaimed water shall be used to the extent feasible to water the ball fields but potable water is necessary for drinking fountains.</p> <p>POA #3b5-The Real Parties shall advance funds for conducting a nexus study for the regional park assessment district or other agreed-upon, formed financing mechanism within 120 days (in Settlement Agreement this read "within 120 days of Board's adoption of the POA.) (There is no trigger in the CCSP conditions.)</p> <p>POA #3b6-The Real Parties shall advance funds, within 180 days after the County approves the first tentative map for Phase 2 of the CCSP Area, to pay for completing the following:</p> <p>[1] grading 20 acres for ball fields per County specifications;</p>	<p>either a governmental entity such as a community services district or through the use of a private homeowners association formed by the landowners. In order to ensure that parks are available to the general public and maintenance shall be funded on an equitable basis it is preferable that maintenance be performed by a governmental entity. The Specific Plan may be annexed into an existing community services district or a new district shall be formed to serve the Specific Plan area.</p> <p>VI.B.3 Park Financing – It is anticipated that the financing for the development of park</p>	<p>The developers of Carson Creek, Units 1, 2 and 3 would meet with the El Dorado Hills Community Services District to discuss the specifics of park design and conditions. The El Dorado Hills Community Services District entered into a Pre-annexation Agreement dated January 29, 2003 by and between the El Dorado Hills Community Services District and the property owners. In this agreement, certain conditions of approval were waived pursuant to section 4 of the Agreement. See Appendix 9, Pre-annexation Agreement.</p> <p>“ At the time of the original approval of the CCSP and the Tentative map for Euer Ranch, located within the Specific Plan, the Project had not been imposed with the restriction limiting it to age-restricted development. As a result, the District requested from the County certain conditions relating to the development of the property. These conditions provide for the District (El Dorado Hills CSD) approval of certain studies, plans, facilities, covenants, conditions and restrictions and architectural review standards to be prepared as part of the development of the property. In light of the change in use of the Property and the planned establishment of a homeowner’s association, the District hereby agrees that such conditions are waived by the District as shown in Exhibit “C” (of the pre-annexation agreement).”</p> <p>In Exhibit C of the pre-annexation agreement, certain</p>

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<p>would be maintained through the use of landscaping and lighting districts or Zone of Benefit established for Carson Creek and general fund revenues of the respective entity. Facilities owned by private property owners would be maintained by the property owner.</p>	<p>Prior to the actual dedication of park lands, the land shall remain under the control of the Landowners as private property. Upon dedication, the property shall be controlled and maintained by the accepting governmental entity or HOA.</p> <p>3.4.3 Park Land Obligation – The Specific Plan includes significant park sites and public open space. In addition, the Development Plan delineates commitments for the dedication of public park and open space areas and private park lands. The provisions of the</p>	<p>[2] installing chip-and-seal parking area at the regional park;</p> <p>[3] installing potable and reclaimed water lines to the regional park;</p> <p>[4] obtaining EDUs for EID water and/or installing a well-water system;</p> <p>[5] installing shielded sports lighting on 15 acres of ball fields;</p> <p>[6] installing restrooms, bleachers, and concession stands;</p> <p>[7] installing drainage system, irrigation system, and turf on 15 acres of ballfields.</p> <p>POA #3b7-The Real Parties' contributions noted above in subsections a), e), and f) shall be considered a loan, which shall be paid back by the assessment district or other approved financing mechanism, upon the sale of the bonds necessary to construct the facility.</p>	<p>facilities on the identified sites shall come from park “in lieu” or development fees collected at the time of building permit issuance. This would be done in conjunction with the maintenance entity for parks. The landowner or its successors may elect to fund park development through the use of a community facilities district or an assessment district which would result in credits against park “in lieu” fees or development fees otherwise chargeable at building permit issuance. Ongoing maintenance for the active park sites shall be provided through the use of a Landscaping and Lighting District, a</p>	<p>CCSP Conditions, as well as, Euer Ranch Conditions were circled. These were the items waived by the El Dorado Hills Community Services District. The circled items address annexation, dedication and financing mechanisms for parks. With the approval of the Pre-annexation Agreement, the El Dorado Hills CSD would not be involved in the planning for age-restricted parks because, according to section 1 of the agreement, the parks, community center and recreational facilities within the project shall be operated by a homeowner’s association.</p> <p>Dedication of parks to the appropriate entity would occur at the final map stage.</p> <p>Real Parties and Quality Growth agreed and the Specific Plan was amended to reflect a 30-acre regional park. The 30-acre park would be located in Carson Creek, Unit 3. The parties agreed to the conditions set forth above granting assurance that the 30-acre regional park would be constructed when feasible. However, feasibility relied upon overcoming some immediate obstacles. According to the POA, Quality Growth and Real Parties identified large impediments to immediate construction at the time of the Settlement Agreement, including the need for appropriate agency annexations, lack of water and lack of access to the regional park. Annexation to the appropriate agencies was approved in December 2005. According to Section 4 and Exhibit C in the Pre-annexation Agreement dated January 29, 2003 by and between the El Dorado Hills Community Services District and the property owners, the El Dorado Hills</p>

<p><b>CARSON CREEK          SPECIFIC PLAN          (CCSP)</b></p>	<p><b>DEVELOPMENT          AGREEMENT</b></p>	<p><b>SETTLEMENT AGREEMENT          (PACKAGE OF ACTIONS)</b></p>	<p><b>CCSP          PUBLIC          FACILITIES          FINANCING PLAN          (PFFP)</b></p>	<p><b>JUSTIFICATION</b></p>
	<p>Specific Plan and the provisions, commitments and obligations set forth herein shall completely satisfy any park land obligations related to development of the Specific Plan area, provided that the total acreage of parks conveyed meets or exceeds the requirements for land dedication set forth in the General Plan, as more particularly set forth in the PFFP. No additional park land dedications or in-lieu fees shall be required as conditions of approval by any subsequent entitlements conferred for development</p>		<p>County Service Area, a special benefit or tax, or general property tax revenues if maintenance is performed by a governmental agency through the collection of homeowner’s association fees if maintenance is performed privately.</p>	<p>Community Services District waived the requirement that the applicant shall rough grade the regional park site and shall construct a chip-and-seal road to the park site within 60 days of recording of the first final subdivision map for Euer Ranch (Phase 1). This condition was waived for Euer Ranch however; it remains applicable to this project.</p> <p>The regional park would be dedicated to and maintained by the El Dorado Hills CSD.</p> <p>According to the Development Agreement, Section 3.4.3, the provisions of the CCSP and the provisions, commitments and obligations set forth in the Development Agreement shall satisfy any park land obligations related to development of the Specific Plan area, provided that the total acreage of parks conveyed meets or exceeds the requirements for land dedication set forth in the General Plan, as more particularly set forth in the PFFP. The PFFP describes in Section VI.B.1 that the landowners and developers shall convey to the appropriate agency or entity park acreage sufficient to comply with the requirement of the General Plan (5 acres per 1,000 population, based on 3.3 persons per household).</p> <p>No additional park land dedications or in-lieu fees shall be required as conditions of approval by any subsequent entitlements conferred for development within the Specific Plan area.</p> <p>According to Section 2 in the Pre-annexation</p>



<p><b>CARSON CREEK                  SPECIFIC PLAN                  (CCSP)</b></p>	<p><b>DEVELOPMENT                  AGREEMENT</b></p>	<p><b>SETTLEMENT AGREEMENT                  (PACKAGE OF ACTIONS)</b></p>	<p><b>CCSP                  PUBLIC                  FACILITIES                  FINANCING PLAN                  (PFFP)</b></p>	<p><b>JUSTIFICATION</b></p>
	<p>within the Specific Plan area.</p>			<p>Agreement dated January 29, 2003 by and between the El Dorado Hills Community Services District and the property owners, the parties agree to a reduction in Park Impact Fees to an age-restricted fee amount subject to the project remaining age-restricted. The age restricted development fee is based on smaller household size and, at the time of the agreement, was 55.65% of the full amount. The CCSP is consistent as it would pay park fees, as conditioned by CSD.</p>
<p><u>Drainage</u></p> <p>The Settlement Agreement proposed amendments to the CCSP. The CCSP contains the following regarding Drainage:</p> <p>The natural channel of Carson Creek and its tributaries would be preserved by means of a linear parkway system linking natural, open-space areas with parks. Wetlands would be preserved, restored and enhanced as</p>	<p><u>Drainage</u></p>	<p><u>Drainage</u></p> <p>According to the Settlement Agreement, POA , “Carson Creek Water Quality”, “Stream Corridors and Wetlands” and “Open Channel Drainage” the Parties agreed to the following:</p> <p>POA #9 Real Parties agree to post signs informing public that the area is a wetlands preserve. Real Parties further agree to post signs if EID discharges untreated wastewater into Carson Creek if state law requires such posting.</p> <p>POA #10 Quality Growth originally asked for uniform, 200-foot setbacks along the creeks. The Parties agree, however, that such a uniform approach is not feasible. Instead, they have agreed that an additional approximately 50 acres shall be provided as stream and wetland corridors for wildlife habitat. Total acreages for stream and wetland corridors would be approximately 189 acres. However, exact figures would be set forth</p>	<p><u>Drainage</u></p>	<p><u>Drainage</u></p> <p>With the execution of the Settlement Agreement and the adoption of the CCSP, Quality Growth and Real Parties agreed that total acreages for open space, stream and wetland corridors would be 198.9 acres.</p> <p>The intent of the CCSP and Settlement Agreement and POA is to convey storm drainage efficiently, keep the natural appearance of the plan area and dispose of storm drainage into existing unaltered surface drainage ways. Carson Creek, Unit 1 maintains Tributary 3 and Carson Creek in an unaltered state as shown in Exhibit 8. In addition road crossings of Tributary 3, Carson Creek, and an unnamed tributary are enabled via the use of Con-Span bridge structures, thereby ensuring the preservation of the natural substrate as shown where roads cross the creeks.</p> <p>Carson Creek, Unit 1 proposes a drainage system that uses underground conduits for high discharge events and vegetated, grassy swales along residential</p>

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<p>natural open space. Other open space areas have been designated to provide mitigation for the wetland resources that cannot be preserved. A riparian corridor would be established to connect drainageways and open space with ponds to provide habitat for a broad range of plants and animals. A trail system integrated into the parkway would allow pedestrian and bicycle access to all parts of the site.</p> <p>3.4 To preserve a more natural feel of the community, open-channel drainage ways would be used to the extent feasible. Open channel</p>	<p>NA</p>	<p>on the new land use plan for the CCSP Area, attached to the main body of this Settlement Agreement as Exhibit B.</p> <p>POA #10 Real Parties shall revegetate riparian and wetland corridors with native plants in accordance with the approved plant list attached as Exhibit 4.</p> <p>POA #13 Real Parties agree that all drainage in open space corridors shall remain natural, unlined and open. Real Parties would not use culverts in these channels and road-crossings shall be bridged, except as indicated on Exhibit B.</p> <p>POA #13 Within areas designated for residential and industrial use, Real Parties agree that vegetated open-channel drainage shall be the primary means of accommodating stormwater runoff and existing Surface water bodies.</p> <p>POA #13 Real Parties agree further that where natural drainage channels are relocated to accommodate development as depicted on Exhibit B, these relocated channels shall be maintained as vegetated open channel drainages.</p> <p>POA #13 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</p>	<p>NA</p>	<p>collectors for low discharge events. Emphasis is placed on providing open channel type drainage facilities where possible. The 100-year flood plain has been established. All 100-year events are contained within the open space provided. In-stream storage is used to accommodate increased runoff due to development.</p> <p>The Carson Creek Regional Drainage Study 2005 Update was prepared by Cooper Thorne &amp; Associates and provides the necessary information to properly evaluate the proposed Tentative Map. According to this study, Finish floors would be at least 1' above the 100-year flood plain identified by the study. Increasing the open space to 199 acres provided opportunity to utilize the detention capability within the redefined flood plain thereby mitigating increased runoff due to development. Water quality would be accomplished via the use of BMP's namely low flow grassy swales to intercept storm water before it reaches Tributary 3 and Carson Creek. Tributary 3 and Carson Creek drainage passage would remain in an unaltered state thereby ensuring that water quality is maintained. Maintenance of drainage facilities would be accomplished through a zone of benefit.</p> <p>The project would be developed and implemented through Storm Water Pollution Prevention Plans as required by law and as specified in the conditions of approval.</p>

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<p>drainages provide water quality treatment and erosion control measures in addition to avoiding the concrete-lined channels common in urban developments. It is anticipated that a combination of open-channels, landscaped corridors shaped as v-ditches and piped facilities would be utilized to convey drainage.</p> <p>3.4 Within drainage ways, where possible, unpaved dirt or all weather trails would be designed. Trails would be combined within the drainage way easement and public access easements.</p> <p>3.7 The development of impervious</p>		<p>practical, drainage towards streets shall utilize gutters, A.C. dikes, rolled curbs, and/or vertical curbs would be utilized. These drainage facilities shall be kept to a minimum and would 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.</p> <p>POA #13 Real Parties agree that they would 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.</p>		

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<p>surfaces such as buildings and streets would require that storm drainage be conveyed through storm drainage lines, natural channels, detention ponds, culverts and bridges. To convey storm drainage efficiently and keeping the natural appearance of the Plan area, the intent of the Specific Plan is to dispose of storm drainage in existing unaltered surface drainage ways.</p> <p>3.7 It is the intent of the Specific Plan that the existing channels be as natural in appearance as possible and that they be designed to convey storm drainage from the Plan Area. Riparian</p>				

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<p>vegetation would be allowed to grow in existing channels            Improvements would be necessary to efficiently convey peak flows and accommodate development adjacent to the channels.</p> <p>3.7 Except where otherwise noted on the Drainage Map (Figure 9, CCSP), the Carson Creek drainage section (Figure 8, CCSP) would be a minimum 200' wide (100' minimum from property line to channel center line) and shall allow for the inclusion of graded slopes, seasonal wetlands, 100-year flood plain, revegetation efforts, and pedestrian/biking</p>				

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<p>trail.</p> <p>3.7 In areas of more sensitive wetland habitat, the corridor has been increased to 200 feet.</p> <p>3.7 Detention ponds - The drainage plan includes landscaped detention ponds designed to reduce downstream flows from the developed conditions to existing conditions. The detention ponds would be incorporated into the open space and would be irregular in shape and shallow in depth.</p> <p>4.15 Revegetation of riparian areas shall include plant species from the list provided on pages 4-20-4-21 in the CCSP.</p>				

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<p>5.3 Maintenance of facilities in the CCSP community would be carried out by El Dorado County special districts and private entities depending upon the respective ownership. Carson Creek facilities, owned by the County or the Community Services District or another appropriate entity, would be maintained through the use of landscaping and lighting districts or Zone of Benefit established for Carson Creek and general fund revenues of the respective entity. Facilities owned by private property owners would be maintained by the property owner.</p>				

CARSON CREEK SPECIFIC PLAN (CCSP)	DEVELOPMENT AGREEMENT	SETTLEMENT AGREEMENT (PACKAGE OF ACTIONS)	CCSP PUBLIC FACILITIES FINANCING PLAN (PFFP)	JUSTIFICATION
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<p><u>Roadway</u></p> <p>The Settlement Agreement proposed amendments to the CCSP are discussed below. Additionally, it was stated that the CCSP circulation plan “shall be amended to state a preference for curvilinear roadways, interconnected with pedestrian pathways, and cul-de-sacs where feasible”.</p> <p>The CCSP contains the following regarding streets and circulation in Section 3 of the CCSP, Development Plan:</p> <p>3.4.1.a The street widths for the plan area would be designed to accommodate a wide</p>	<p><u>Roadway</u></p> <p>NA</p>	<p><u>Roadway</u></p> <p>According to the Settlement Agreement, POA “Roadways” section, part (b) it was described that Petitioners prefer narrow and curvilinear roadways to minimize impervious cover and runoff, unshaded surfaces and reflected heat, and traffic speed and noise. Petitioners specifically proposed that Real Parties employ “narrow roadways to minimize run-off; access roads 22-24 feet; sub-collector roads 24-26 feet; collector roads 30 feet if the road fronts homes, 36 feet if not; curvilinear routing and cul-de-sacs. The Parties agreed to the following that also became CCSP Condition #55. The Settlement Agreement and POA contain the following regarding streets and circulation.</p> <p>POA #14 Roadways in the CCSP Area shall be curvilinear and separated from pedestrian pathways that run around, over, under, and between structures. Where feasible cul-de-sacs would be incorporated into circulation system designs. The majority of roads (asphalt portion only) shall be 26 feet or less in width.</p> <p>POA #14 Furthermore, the CCSP Phase 2 street development standards (asphalt portion only), shall be modified to incorporate the following maximum widths:</p> <ul style="list-style-type: none"> <li>○ One-way streets shall be no</li> </ul>	<p><u>Roadway</u></p> <p>V.6 Onsite Roads: All onsite roads within the Specific Plan would be financed through direct developer financing or through community facilities district(s) or traditional assessment districts which shall be determined at the time of recording a final map for any phase of the project.</p> <p>V.6 Onsite Roads: The precise timing of construction of the major circulation elements within the Specific Plan would be determined prior to the approval of tentative maps which shall be accompanied by traffic studies as set forth above. Based on the conclusions of the</p>	<p><u>Roadway</u></p> <p>The Carson Creek, Unit 1 roadway circulation system is consistent with the goals and intent of the Specific Plan and Settlement Agreement. The street design incorporates a hierarchy of streets including Carson Crossing Drive and a network of internal residential streets within the villages.</p> <p>The Settlement Agreement POA and the CCSP contain several design elements for the modification of roadways, including the reduction of street widths and the incorporation of curvilinear streets and cul-de-sacs. Internal streets within the two villages of the proposed Carson Creek, Unit 1 tentative map have been designed to follow the natural topography of the site. The tentative map is bisected by two natural drainage channels that wind through the project and shape the curvature of the roadways. The Specific Plan and Settlement Agreement require narrow curvilinear streets and cul-de-sacs where feasible. The Settlement Agreement stated that the Petitioners “preferred” curvilinear streets and “where feasible” cul-de-sacs would be incorporated into circulation designs. CCSP Condition # 55 stated that Roadways in the CCSP “Shall” be curvilinear and separated from pedestrian pathways that run over, under and between structures. The condition further states that “where feasible” cul-de-sacs would be incorporated into circulation designs. Further, Section 3.4 states that, in an effort to create a better sense of community and to slow the speed of traffic, the use of cul-de-sacs in the</p>
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<p>range of anticipated traffic volumes and in a manner that would be compatible with the varying land uses. The streets would be designed to follow natural topography as closely as possible. Streets would generally be curvilinear in design and consistent with the overall design concepts of the CCSP. Existing trees and other natural features would be incorporated into the right-of-way landscape design whenever possible. (See Figure 5 in CCSP, "Circulation Plan").</p> <p>3.4.1.b Final location of intersections within portions of the Plan</p>		<p>more than 18 feet wide:</p> <ul style="list-style-type: none"> <li>o Two-way streets shall be no more than 24 feet wide:</li> <li>o Minor collectors with less than 350 average daily trips ("ADT") shall be no more than 24 feet wide:</li> <li>o Minor collectors with more than 350 average daily trips ("ADT") shall be no more than 26 feet wide:</li> <li>o Major collectors with homes fronting the street, shall be no more than 30 feet wide;</li> <li>o Major collectors, without homes fronting the street and with less than 350 ADT, shall be no more than 24 feet wide;</li> <li>o Major collectors, without homes fronting the street and with more than 350 ADT, shall be no more than 26 feet wide.</li> </ul> <p>POA #14 Parking bays may be required for emergency parking along collectors and in residential areas where these standards prohibit parking along the streets. The parking bays shall be kept to a minimum and located where topography permits. Street standards are subject to the review of the El Dorado Hills Fire</p>	<p>traffic study each tentative map would contain conditions setting forth the extent of road improvements required for the development of that portion of the Specific Plan.</p> <p>V.6 Onsite Roads:          The balance of the road network including the subdivision streets serving individual parcels would be constructed as part of the development of the residential neighborhoods of which they are a part. The approval of each phase of circulation improvements shall be approved by the County DOT and El Dorado Hills Fire Department to ensure adequate and safe circulation throughout</p>	<p>design stage "shall be encouraged". The intent of the use of curvilinear streets and cul-de-sacs is to minimize impervious cover and storm water runoff, reduce reflected heat due to unshaded surfaces, and reduce traffic speed and noise. The design of the Carson Creek Unit 1 streets meets the intent of the Specific Plan and Settlement Agreement in the following ways:</p> <ol style="list-style-type: none"> <li>1. All streets are designed to meet the street width restrictions as outlined in the Specific Plan and Settlement Agreement.</li> <li>2. The street system includes a variety of designs elements including:             <ol style="list-style-type: none"> <li>a. Pedestrian paseos that provide wide sidewalks, broad tree-lined planters and drainage into planter swales;</li> <li>b. Short blocks to reduce traffic volumes, speed and noise;</li> <li>c. Numerous dead-end blocks with interlinked pedestrian connections to serve the same purpose as cul-de-sacs.</li> </ol> </li> <li>3. Where feasible, streets design includes curvilinear alignment but other elements of street system meet goals intended for curvilinear streets.</li> <li>4. The street system was designed with age-</li> </ol>

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<p>area would meet minimum standards of the El Dorado County DOT, at the time they are designed and submitted for approval. (See Figure 6 in CCSP, "Street Sections").</p> <p>3.4.1.c Street sections would meet the standards of El Dorado County, unless privately owned. In the event that the streets are not dedicated to the County, and remain privately owned, narrower widths and roadside ditches shall be permitted.</p> <p>3.4.1.d Residential Street Designs would be used for the majority of the interior streets in the Plan area. Included in some areas within</p>		<p>Departments; for public safety reasons, the fire department may require wider roads in some places or turn-arounds, hammerheads, or other measures to facilitate the movement of emergency vehicles.</p>	<p>development.</p> <p>V.7 Roadway Dedication: All roadways shall be offered for dedication to the County upon the recordation of final subdivision maps. Upon completion of the construction of the roadways, the County or other appropriate entity, such as a homeowners association, shall be responsible for maintenance of such road</p>	<p>restricted homeowners in mind to encourage safe and convenient pedestrian uses.</p> <p>5. Streets connect to adjacent open space, park and future recreational on- and off site amenities.</p> <p>The CCSP conditions require that the asphalt portion of the roadway for residential streets and minor residential collectors be 24-feet and 26-feet. Pavement has been minimized with street design with the inclusion of planters, street trees, short dead-end blocks and pedestrian connections. Roadway design and widths would be consistent with the intent of the documents and the project incorporates cul-de-sacs where feasible.</p> <p>As proposed and subject the proposed minor amendment, the future Carson Crossing Drive borders Unit 1 on three sides. This major residential collector connects to the northwest, through Euer Ranch to White Rock Road and to the northeast to Golden Foothill Parkway. As determined by County Counsel, Carson Crossing Drive is not affected by the provisions of the Settlement Agreement, which only affects the circulation system within the subdivision.</p> <p>Substantiated by the traffic study and in response to County comments conducted for the project, the modified right-of-way for Carson Crossing Drive would include areas for turn pockets for public safety. The revised section would include a meandering</p>

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<p>the right-of-way would be a pedestrian path for residents to safely walk to parks, retail centers and jobs without having to compete with vehicles on busy streets. Space for street trees would be included in the right-of-way or adjacent to the rights-of-ways in landscape areas.</p> <p>3.4.1.e Minor Collectors - street design would be used with and between community facilities and housing. Included in some areas within the right-of-way is a pedestrian path and landscape areas. The street would provide the appropriate travel lanes and no on-street parking except</p>				<p>sidewalk outside the right-of way and a combined Class I Bicycle Lane/Pedestrian Trail that would link to the overall trail system.</p> <p>With the proposed modification, the anticipated maximum width of impervious surface is 52 feet which is consistent with the 53 feet width contemplated by CCSP. Certain sections of the median would be landscaped providing aesthetic value and means of reducing traffic generated noise levels.</p>

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<p>for emergency vehicles and shoulder areas, would be allowed.</p> <p>3.4.1.f Major Collectors - would be designed to carry a large percentage of the Plan area traffic. The designs include combined bicycle lanes and shoulders on each side of the pavement sections. Pedestrian paths are provided on each side of the right-of-way with landscaping. Provision would be made for emergency on-street parking on the shoulder area.</p> <p>3.4.1.g Cul-de-sacs - In an effort to create a better sense of community and to slow the speed of traffic in residential areas, the use of cul-</p>				

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<p>de-sacs in the design stage shall be encouraged. Cul-de-sacs can be provided with abutting open space areas to provide ready access to the open space view sheds. In other areas, cul-de-sacs and curvilinear streets and other methods may be used to slow traffic within the residential Villages.</p> <p>3.4.1.h Paved pedestrian trail paths would be provided in street right-of-ways except at some local residential streets. These paths would be constructed with either concrete or asphalt, depending on location.</p>				
<u>Pedestrian Pathways and Trails</u>	<u>Pedestrian Pathways and</u>	<u>Pedestrian Pathways and Trails</u>	<u>Pedestrian Pathways and Trails</u>	<u>Pedestrian Pathways and Trails</u>

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<p>The CCSP contains the following regarding pedestrian / trails:</p> <p>The natural channel of Carson Creek and its tributaries would be preserved by means of a linear parkway system linking natural, open-space areas with parks.</p> <p>Wetlands would be preserved, restored and enhanced as natural open space. Other open space areas have been designated to provide mitigation for the wetland resources that cannot be preserved. A riparian corridor would be established to connect drainageways and open space with ponds to provide</p>	<p><u>Trails</u></p> <p>NA</p>	<p>NA</p>	<p>NA</p>	<p>The Carson Creek, Unit 1 Tentative map is consistent with the intent of the CCSP and Settlement Agreement because the map establishes a system of interlinked pedestrian trails within Unit 1 and connections to the trail system located to the north in Euer Ranch and to the future planned Carson Creek, Unit 2 to the south.</p> <p>The pedestrian trail system includes paved trails located within the linear parkway along the buffer areas of Carson Creek, a pedestrian paseo system located within the Carson Creek villages, off street pedestrian connection located within open space areas and an internal sidewalk system. The trails, paths and sidewalks connect the Carson Creek community to the adjacent properties as well as connecting the creek corridor, open space areas, parks and clubhouse. The pedestrian paseo is a widened sidewalk that is separated from the street by a broad landscaped planter. Included within the pedestrian paseo are seating areas for resting, shaded tree lined paths and small “parklets”. The pedestrian trail system meets the goals and intent to provide interconnected, pedestrian friendly trails.</p>

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<p>habitat for a broad range of plants and animals. A trail system integrated into the parkway would allow pedestrian and bicycle access to all parts of the site.</p> <p>3.4 Paved pedestrian trail paths would be provided in street right-of-ways except at some local residential streets. These paths would be constructed with either concrete or asphalt, depending on location.</p> <p>3.4 Pedestrian traffic is encouraged within the Plan area via an extensive system of inter-linked trails, paths or sidewalks. These pedestrian routes are intended to provide an alternative to</p>				

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<p>automobile travel, but also foster social interaction among residents.</p> <p>3.4 The trails system would connect to points adjacent to the Plan Area that may be interconnected to future trail systems.</p> <p>3.4 Access to the trail system would occur at designated points along the public street right-of-way adjacent to open space areas. Final trail alignments would be determined later. Some trails may be paved, others may be covered with an all-weather surface.</p> <p>3.4 Trails or paths located on privately owned land would be within easements</p>				



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<p>dedicated for public access. These easements would be reserved for dedication with the filing of the tentative subdivision map for each housing project. Some trails may be paved, others may be covered with an all-weather surface. (See CCSP Figure 7)</p> <p>3.4 Within drainage ways, where possible, unpaved dirt or all weather trails would be designed. Trails would be combined with drainage way easement and public access easements.</p> <p>3.4 Paved pedestrian trail paths would be provided in street right-of-ways except at some local residential streets.</p>				

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<p>These paths would be constructed with either concrete or asphalt, depending on location.</p> <p>3.7 Except where otherwise noted on the Drainage Map (Figure 9, CCSP), the Carson Creek drainage section (Figure 8, CCSP) would be a minimum 200' wide (100' minimum from property line to channel center line) and shall allow for the inclusion of graded slopes, seasonal wetlands, 100-year flood plain, renegotiation efforts, and pedestrian/biking trail.</p> <p>3.8 Linear Parkway - A linear parkway system would be established within</p>				

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<p>the buffer area of Carson Creek and its tributaries.</p> <p>3.8 The parkway trail system would provide pedestrian connections from the residential areas to parks, schools, and commercial areas via trails and bikeways away from busy streets. Landscaping would be used to enhance key views or activity areas and to provide a screen between natural areas and development.</p> <p>5.3 Maintenance of facilities in the CCSP community would be carried out by El Dorado County special districts and private entities depending upon the respective ownership. Carson</p>				

<p><b>CARSON CREEK          SPECIFIC PLAN          (CCSP)</b></p>	<p><b>DEVELOPMENT          AGREEMENT</b></p>	<p><b>SETTLEMENT AGREEMENT          (PACKAGE OF ACTIONS)</b></p>	<p><b>CCSP          PUBLIC          FACILITIES          FINANCING PLAN          (PFFP)</b></p>	<p><b>JUSTIFICATION</b></p>
<p>Creek facilities, owned by the County or the Community Services District or another appropriate entity, would be maintained through the use of landscaping and lighting districts or zone of benefit established for Carson Creek and general fund revenues of the respective entity. Facilities owned by private property owners would be maintained by the property owner.</p>				
<p><u><b>BUFFER</b></u></p> <p>The CCSP contains the following regarding buffers:</p> <p>A 30-foot wide, landscaped easement would be located in the residential rear</p>	<p><u><b>BUFFER</b></u></p>	<p><u><b>BUFFER</b></u></p> <p>According to the Settlement Agreement, POA , “County Line Buffer” section, the Parties agreed to the following:</p> <p>POA #11 Currently, the Real Parties are obligated to create a 30-foot buffer along the County line. The additional stream and wetland setbacks, explained above, in section</p>	<p><u><b>BUFFER</b></u></p>	<p><u><b>BUFFER</b></u></p> <p>The intent of the CCSP and Settlement Agreement and POA is to develop a system of buffers and trails through the community. The proposed tentative map incorporates the required 30’ buffer to on the west along the Sacramento-El Dorado County line border and on the north and east bordering the Research and Development uses.</p>

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<p>yards along the western and eastern perimeter of the site where the residential areas abut the county line. This greenbelt, would distinguish the Sacramento/El Dorado County line on the west side of the site. On the east side of the site it would provide a buffer between the site and the existing adjacent El Dorado Hills Business Park.</p> <p>3.8 A linear parkway system would be established within the buffer area of Carson Creek and its tributaries.</p> <p>3.8 The parkway trail system would provide pedestrian connections from the residential areas to parks, schools, and commercial areas via</p>	<p>NA</p>	<p>10, would substantially increase the county-line buffer. The CCSP shall be amended to reflect the larger county-line buffer, as depicted in Exhibit B.</p>	<p>NA</p>	

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trails and bikeways away from busy streets. Landscaping would be used to enhance key views or activity areas and to provide a screen between natural areas and development.				