

**COUNTY OF EL DORADO DEVELOPMENT SERVICES  
STAFF REPORT  
PLANNING COMMISSION**



**Agenda of:** December 13, 2012

**Item No.:** 11.b

**Staff:** Mel Pabalinas

**TENTATIVE MAP**

**FILE NUMBER:** TM06-1428/Carson Creek Phase 2, Unit 2

**OWNER/  
APPLICANT:** Carson Creek El Dorado, LLC

**ENGINEER:** CTA Engineering and Surveying

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

1. Tentative Subdivision Map creating 634 residential lots ranging from 4,000 square feet to 16,390 square feet, two large lettered lots for future multifamily residential development, five private recreational lots, 13 landscape lots, one open space lot, two landscape/access lots, one park lot, two private road lots, one utility lot (pump station), a Remainder parcel and a phasing plan;
2. Administrative modification to the Carson Creek Specific Plan including:
  - A. Amendment to the Circulation Plan as follows:
    1. Construction of a secondary point of road access connection to Investment Blvd;
    2. Construction of 6-foot wide sidewalk on one side of the internal residential collector (promenade);
    3. Removal of sidewalks within residential courts; and
  - B. Amendment to the Land Use Plan deleting the Sheriff and Fire Station sites; and
3. Design Waivers 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;
  - B. Construction of all proposed encroachments onto Carson Crossing Drive based on Standard Plan 103D without the 100-foot tapers;

- C. Construction of dead-end cul-de-sac in excess of 500 feet located at the southern of the project;
- D. Reduction of cul-de-sacs and knuckle rights-of-ways from 60 feet to 50 feet and curb face radius from 50 feet to 44.5 feet;
- E. Reduction of minimum gutter slope to 0.45%;
- F. Reduction of sidewalk widths from 6-foot to 4-foot for residential streets; and
- G. Reduction of residential street right-of-way from 50 feet to 40 feet.

**LOCATION:** South of Golden Foothills Parkway between the El Dorado Hills Business Park and El Dorado/Sacramento County Line, in the El Dorado Hills area, Supervisorial District II (Exhibit A).

**APN:** Portions of 117-010-07, -08; 117-020-01 (Exhibit B)

**ACREAGE:** 546 acres (total)

**GENERAL PLAN:** Adopted Plan (AP)-Carson Creek Specific Plan (CCSP) Area (Exhibit C)

**ZONING:** Carson Creek Specific Plan (CCSP) (Exhibit D)

**ENVIRONMENTAL DOCUMENT:** Addendum to the CCSP EIR (SCH No. 94072021) in accordance with CEQA Section 15164(a)

**RECOMMENDATION:** Staff recommends the Planning Commission take the following actions:

1. Adopt the Addendum to the Carson Creek Specific Plan Environmental Impact Report (EIR) prepared by staff;
2. Approve Tentative Map TM06-1428 subject to the Conditions of Approval in Attachment 1 and based on the Findings in Attachment 2;
3. Approve administrative modifications to the Carson Creek Specific Plan consisting of amendments to the Circulation Plan and Land Use Plan; and
4. Approve the following Design Waivers based on the Findings in Attachment 2:
  - A. Construction of Carson Crossing Drive encroachment onto Golden Foothill Parkway based on Standard Plan 103E without the 100-foot tapers;
  - B. Construction of all proposed encroachments onto Carson Crossing Drive based on Standard Plan 103D without the 100-foot tapers;
  - C. Construction of dead-end cul-de-sac in excess of 500 feet located at the southern of the project;

- D. Reduction of cul-de-sacs and knuckle rights-of-ways from 60 feet to 50 feet and curb face radius from 50 feet to 44.5 feet;
- E. Reduction of minimum gutter slope to 0.45%;
- F. Reduction of sidewalk widths from 6-foot to 4-foot for residential streets; and
- G. Reduction of residential street right-of-way from 50 feet to 40 feet.

## **EXECUTIVE SUMMARY**

Carson Creek Phase 2 Unit 2 Tentative Map (“Unit 2”) is the fourth residential subdivision map in the Carson Creek Specific Plan Area. The gated subdivision would have access off future Carson Crossing Road, Golden Foothills Drive, and Investment Boulevard. The subdivision would be served with public water and sewer provided by the El Dorado Irrigation District. On-site amenities including parks and trails would be provided. Unit 2, which composes a total of 634 age-restricted residential lots, has been designed in accordance with the specific plan, along with minor specific plan modifications.

## **BACKGROUND**

**Carson Creek Specific Plan:** The Carson Creek Specific Plan (SP94-02) was approved on March 4, 1997 with a Development Agreement. The specific plan area is encompassed within 710 acres of land generally located west of the El Dorado Hills Business Park and south of Golden Foothills Parkway (Exhibit H). On September 27, 1999, the El Dorado County Board of Supervisors approved the amendments to the CCSP that includes a maximum 1,700 age-restricted residential units and a Development Agreement. Exhibit E shows the land use and circulation map and details of the approved land uses in the CCSP.

Phase I of the CCSP, which is designated as Euer Ranch, was approved simultaneously with the adoption of the CCSP/Settlement Agreement under the first tentative map application (TM96-1317) (Exhibit F). The second residential tentative map filed under application TM04-1389 was approved in February 2005. The total lot count within Euer Ranch, under a marketing name of Four Seasons, is 460 and is currently built.

Phase II of the CCSP encompasses the remaining undeveloped southern portion of the plan. Phase II, which is designated as Carson Creek, anticipates the balance of the uses contemplated in the CCSP that includes 1,239 residential units, Industrial, Research and Development, and Open Space. In February 2008, the El Dorado County Planning Commission approved the first unit (“Unit 1”) of the phase under tentative map application TM04-1391. The Unit 1 tentative map consists of 24 large lots for financing purposes and division of several of the large lots into 302 single-family residential age-restricted detached lots (Exhibit G). No development or recorded map has occurred related to the Unit 1 map.

## PROJECT DESCRIPTION

**1. Tentative Subdivision Map:** The Carson Creek Phase 2, Unit 2 subdivision would result in the creation of 634 age-restricted detached residential lots (Exhibit N). The lots would conform to the development standards in the Single Family High Density (SFHD) zone of the CCSP. The lots vary in size, configuration, and allocation corresponding to its setting within the subdivision. Generally, the larger lots are located along the perimeter of project while smaller lots are centrally sited. Lettered lots are assigned for the internal private road, landscape areas, and lift station. Two large lots (Lots M and N) are proposed to be zoned Multifamily but without specific development proposal at this time. The applicant anticipates approximately 304 multifamily residential units on these large lots which would require future development application in accordance with the CCSP. Under the Multifamily Zone, apartments are the primary residential use, which is a by-right use subject to a ministerial permit review process. The balance of the property is identified as a Remainder Parcel, which encompasses the non-residential portion of the CCSP area measuring 175 acres.

A phasing plan of 27 lots is proposed for financing purposes in accordance with the CCSP (Exhibit M). Exhibit O details the residential lot breakdown, size, and location within the subdivision while Exhibit L describes the preliminary lot phasing sequence, size of each large lot, proposed zoning, and anticipated use.

Rezone: As part of the specific plan adoption, the entire plan area was rezoned according to the various zones in the CCSP (Exhibit J). The tentative map includes a proposal to established specific zones corresponding with the proposed subdivision. The zones include Single Family-High Density (SFHD), Multifamily (MF), and Open Space (OS) (Exhibit K). The SFHD zone would apply to the detached residential lots. The MF zone district would apply to the two large lettered lots (Lot M and N) located in the north adjacent to Golden Foothills Blvd. The OS zone would be applied on the area containing a wetland preserve. Exhibit L describes the anticipated lot sizes and uses of each zone district. The zones will be established with the recordation of the final map, in accordance with the CCSP.

Circulation: Primary access to Unit 2 subdivision would be from the future Carson Crossing Drive (Exhibit N). These access points consist of a main full gated entry and a secondary gated exit and emergency-only access. A third point access is a full entry connecting off Investment Boulevard at the eastern end of the project site.

The internal roads, which are categorized as collector road and residential street, would be constructed to include two-way 12-foot travel lanes, curb, gutter, and sidewalk (see Table 1 *Carson Creek Unit 2 Tentative Map Roadways* of Condition of Approval No.47). An area of small residential lots south of the main entrance would be served by alley ways with 11-foot wide travel lanes within a reduced 22-foot wide right-of-way. Garages would be accessed from the alley, but the lots also front the standard residential street to accommodate guest parking and pedestrian access. The roads would be privately owned and maintained by the future homeowner's association of the subdivision. The proposed circulation has been designed in accordance with the provisions of the Settlement Agreement, subject to County construction standards and specific Design Waivers of road standards.

Seven Design Waivers are requested for this map. These waivers include construction of modified encroachment, dead-end cul-de-sac in excess of 500 feet, and other technical road standard

modifications. Attachment 2 describes the required findings of support for these modifications in accordance with Chapter 16.12.030 of the El Dorado County Subdivision Ordinance. Additional discussion is provided below.

Utilities: The project would receive public water, recycled water, and sewer service via connection to existing El Dorado Irrigation District (EID) infrastructures in the area. Two 12” water lines exist at northeastern most corner of the project site along Golden Foothill Parkway and along Investment Boulevard.

A 14” sewer line exists along Golden Foothill Parkway, which would require extension along Carson Crossing Drive due south. A future permanent lift station, which is proposed on Lot F located near the southern end of the subdivision, would assist in the transmission of sewage for treatment back to the plant. Final configuration and location of these infrastructures will be determined by EID during review of the Facility Plan Report prior to approval of an Improvement Plan for the project.

The subdivision has been designed with primary distribution of site drainage into the unnamed tributary and Carson Creek. Based on the preliminary grading and drainage plan, the portions of project would incorporate 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 future homeowner’s association for the subdivision.

Subdivision Improvements: The development of the site consists of various improvements including mass pad grading to establish the residential pad on each lot, grades of road and trailways, and trenches for the underground wet and dry utilities, in accordance with the El Dorado County Design and Improvement Manual and Grading Ordinance (Exhibit Q). In order to achieve a balanced site, the anticipated 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 of the project site under common ownership within the CCSP area.

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.

**2. Specific Plan Administrative Modifications:** The project includes minor administrative modifications in accordance with Section 6.1.2 (Specific Plan Amendments-Administrative Modifications) of the CCSP. The CCSP acknowledges that certain changes to explicit provisions in the Plan may be made administratively for consideration by the Planning Director. Examples of these modifications 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. The proposed amendments involve changes to CCSP Circulation Plan and Land Use Plan (Exhibit E).

The Circulation Plan would be modified to include an access located at the eastern perimeter of the project site (Exhibits M and N). This gated road access would serve as an alternative point of entrance/exit into the subdivision with its connection to Investment Boulevard, a road that serves the El Dorado Hills Business Park. Though occurring within the same property ownership, the area

affected by the road access is located outside of the primary project area. Additional discussion detailing this road connection is provided below and in Exhibit U.

The proposal includes modification to the residential street cross section of the Circulation Plan. The amendments consist of construction of 6-foot wide sidewalk only on one side of the promenade resident street and remove sidewalks along residential courts. The promenade, which is designed as the main collector within the subdivision, transitions to the residential streets which have reduced 4-foot wide sidewalks on both sides. No sidewalks are proposed in residential courts that dead-end in a cul-de-sac, which are limited in few locations within the subdivision.

The Land Use Map would also require a minor change. Portions of the site have been identified as potential locations for a Sheriff's substation and a Fire Station along Golden Foothills Blvd. Both El Dorado County Sheriff's Department and El Dorado Hills Fire Department have been consulted for this change and indicated that these sites are no longer needed (Exhibit I). As part of the project, these sites would be omitted and proposed for future multi-family development.

**3. Design Waivers:** Seven Design Waivers are requested for this tentative map (Exhibit P). These waivers involve modification to a list of road standards including modified encroachments along Carson Crossing Drive and Golden Foothill Parkway, construction of dead-end cul-de-sacs located in the southern portion of the project, and reduction of residential street right-of-way. These modifications are subject to the required findings under Chapter 16.12.030 of the El Dorado County Subdivision Ordinance. The submitted waivers and corresponding justification have been reviewed by staff and concluded that the waivers can be supported subject to the project conditions of approval in Attachment 1 and findings discussed in Attachment 2.

### **STAFF ANALYSIS OF PROJECT ISSUES**

The following is a summary of the relevant project issues.

**Secondary Road Connection to Investment Boulevard:** As discussed above, a road access is proposed to be constructed at the eastern end of the project site that provides a necessary secondary access and alternate emergency route from the subdivision onto Investment Boulevard. This road access was not specifically identified in the adopted Circulation Map of the CCSP; however, it is acknowledged that subsequent specific development proposal would be subject to further review for road standards under CCSP Objectives 3.2.1 (Circulation-Concurrency), 5.1.2 (Public Services and Utilities-Concurrency) and 5.7.1 (Fire Protection). As proposed, this secondary road access would conform to County road design and construction standards and requirements of the state and local fire regulations, as verified by the Department of Transportation and El Dorado Hills Fire Department.

Construction of this road access would affect a land area in the amount of 61,701 square feet (Exhibit U). A conspan would be installed over a portion of Carson Creek, providing a crossing from/to the subdivision. No fill would occur to this portion of Carson Creek with the installation of concrete span, which requires necessary construction and grading activities along the riparian area. These activities would be regulated with the application of mitigation measures in the CCSP EIR, which are included as Condition of Approval Nos. 17, 21, 22, and 23 for this project.

**Internal Road Circulation:** The internal circulation of the subdivision has been designed in accordance with standards of the CCSP (Exhibit N and Condition of Approval No. 47). The road design conforms with the CCSP Circulation objectives of providing narrower road pavement to convey “rural feel”, designs for open drainage swales for incorporating natural features, and sidewalks for connectivity within and outside of the subdivision. Specifically, internal residential collector roads, or promenades, are designed with wider road section lined with open drainage swale, curb and gutter, and 6-foot wide sidewalk on one-side of the street. These roads transition to the residential streets where the predominant of the residential lots fronts. The residential streets are designed with narrower in right-of-way and road pavement widths and includes standard curb and gutter and 4-foot wide sidewalks on both sides of the street. Smaller-residential lots located in the middle of the subdivision are designed with garage access along narrow alleyways on the rear side of the lots.

Staff has reviewed the proposed specific plan modifications involving the construction of 6-foot sidewalk along the promenade and removal of sidewalks in the residential courts. In spite of these changes, the subdivision would still retain sufficient and safe pedestrian circulation and achieve consistency with the CCSP objectives. Therefore, staff supports these minor modifications.

**Noise Impacts:** Potential noise effects within the specific plan were analyzed in CCSP EIR. Potential impacts such as railroad and traffic noise sources, were evaluated. Specific mitigation measures including Mitigation Measure 4.7.2 (Traffic Noise Source), Mitigation Measure 4.7.3 (Railroad Noise source), Mitigation Measure 4.7.4 (Stationary Noise Sources) were identified to mitigate potential noise effects. These measures are reflected as Conditions of Approval (Condition Nos. 29-31) to the specific plan (Exhibit U).

In implementing the mitigation measures, an Environmental Noise Assessment was prepared by Bollard Acoustical Consultants on January 21, 2009 (Exhibit S). The assessment analyzed an earlier version of the map that did not include the secondary road connection to Investment Blvd. Despite the difference in road design, the lotting configuration of the residential subdivision remained the same and, therefore, the original conclusions in the assessment remains applicable. The assessment analyzed the potential noise sources that could affect the project and, as needed, recommended standards to minimize the effect. The following summarizes the analysis of the noise impacts.

**Railroad Noise Impacts:** An existing Southern Pacific rail road track runs adjacent the southern perimeter of the project site. No regular rail service occurs on these tracks; however, it is operated by the Folsom Excursion for scheduled excursion events. Due to the relatively brief period of time required for the passage of the excursion trains, and intermittent usage of warning horns near grade crossings, the percentage of the weekend day during which the train noise generation would occur in a particular area would be small. Furthermore, because the project site is located well beyond 200 feet from the railroad tracks, no exceedance of the County’s noise standards are anticipated, and no additional noise mitigation measures would be required for this project.

**Traffic Noise Impacts:** The primary source of traffic related noise would be associated with the traffic along Carson Crossing Drive. Future traffic noise levels in the backyards of the lots closest to Carson Crossing Drive are predicted to be approximately between 65 dB Ldn and 70 dB Ldn depending upon the actual future average daily trip (ADT) volumes for that roadway, which would require noise mitigation measures in order to ensure compliance with the County’s exterior standard.

The assessment recommends the construction of 8-foot tall soundwall (relative to the pad elevation of the lots bordering Carson Crossing Drive) in order to mitigate backyard noise to meet the County standard. For the bordering lots with anticipated 2-story residential units, the assessment recommends that mitigation of traffic noise to the interior of the residences can be lessened by applying standard residential construction (wood siding, door weatherstripping, exterior wall insulation, composition plywood roof) and windows with a minimum rating STC-30. Future multi-family development on Lots M and N would require a separate noise assessment submitted with the future development application. Condition of Approval No. 15 (Increased Traffic Noise) details the requirements that would lessen the traffic noise effects to County standards.

Stationary Noise Sources: The assessment analyzed potential noise impacts from the neighboring uses to the east within in the El Dorado Hills Business Park. The uses in these properties are subject to performance standards (i.e. noise, aesthetic) controlled and regulated by the Research and Development zoning district. In general, the analysis identified potential effects related to the machinery operations (i.e. loading, forklift) within the rear yards of these businesses. In addition to the setback from right-of-way of the project streets that borders these businesses and intermittent occurrences of these uses, the assessment concludes that the noise effects are insignificant and therefore, no additional measures would be required.

The assessment identified three existing uses that pose potential noise effects: a storage facility, a lift station, and DST. The analysis concluded that construction of a site specific 6-foot tall soundwall bordering Building 10 (Golden Key Storage Facility) would be required to lessen its operational impacts and an 8-foot tall wall along the property line shared with the lift station. In the event that this lift station is abandoned, this mitigation measure would not be applicable.

The assessment analyzed the noise effects from the existing rooftop mechanical equipment on DST buildings. Because operations at DST occur 24-hours per day, the appropriate standard to apply to this use would be the County's 45 dB Leq nighttime standard. Based on the parameters, the assessment identified significant noise effects from DST that require measures to minimize the effects. The assessment recommends that prior to creation of any lots with Unit 2 subdivision that the noise effects be regulated as allowed by the underlying zoning ordinance in conformance with 45 dB standard. This would require coordination between the applicant and DST. Secondly, the assessment recommends that the residential development be restricted to outside of the 45 dB contour lines until adequate noise control is implemented or other standards are identified. Condition of Approval No.16 (Stationary Noise Sources) details the requirements to minimize stationary source noise effects.

## **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 (State Clearinghouse SCH No. 94072021). An addendum to the EIR has been prepared evaluating the construction of a road crossing connecting to Investment Blvd, which was not previously contemplated in the CCSP, in accordance with CEQA Section 15164(a) (Exhibit T). The addendum concludes that no impacts are anticipated with construction of the road crossing. The original CCSP EIR mitigation measures shall be applied as conditions of approval for this project. All other applicable mitigation measures in the CCSP EIR shall remain in effect.

## SUMMARY RECOMMENDATION

The Carson Creek Phase 2, Unit 2 Tentative Map has been designed in accordance with the Carson Creek Specific Plan. The subdivision would be served by the amenities anticipated in the CCSP, including sidewalks for connectivity, on-site pedestrian trails, and other recreational facilities that would serve its future residents. The subdivision unit, which has been integrated with the existing Euer Ranch/Four Season development and approved Unit 1 subdivision, would provide additional age-restricted housing opportunities in the El Dorado Hills area.

With its consistency with the CCSP, Unit 2 Tentative Map is also consistent with applicable policies and goals of the General Plan, subject to the discussion in Attachment 2. Specifically, the tentative map meets the policies of the General Plan including open space preservation, protection of wetlands, and providing variety of types of housing opportunities.

## SUPPORTING INFORMATION

Attachment 1 .....	Conditions of Approval
Attachment 2 .....	Findings
Exhibit A .....	Location Map
Exhibit B .....	Assessor's Parcel Map
Exhibit C .....	General Plan Land Use Map
Exhibit D .....	Zoning Map
Exhibit E.....	Carson Creek Specific Plan Land Use Plan, Circulation Plan, and Approved Land Uses
Exhibit F.....	Phase I of Carson Creek Specific Plan - Euer Ranch
Exhibit G .....	Carson Creek Phase 2, Unit 1 Tentative Map
Exhibit H .....	Description of Project Site and Surrounding Properties
Exhibit I.....	El Dorado Hills Fire Department e-mail-December 27, 2007; and El Dorado County Sheriff's Department Letter-February 16, 2012
Exhibit J.....	Carson Creek Specific Plan Rezoning Ordinance No. 4428
Exhibit K .....	Proposed Zones for Carson Creek Phase 2, Unit 2 Tentative Map
Exhibit L.....	Description of Unit 2 Tentative Map Lot Zones and Uses
Exhibit M.....	Carson Creek Phase 2, Unit 2 Tentative Map- Large Lot and Phasing Plan
Exhibit N .....	Carson Creek Phase 2, Unit 2 Tentative Map- Small Lot (Sheets 1 and 2)
Exhibit O .....	Description of Unit 2 Tentative Map Residential Lot Breakdown
Exhibit P.....	Design Waiver Request

Exhibit Q ..... Carson Creek Phase 2, Unit 2 Preliminary Grading  
Plan

Exhibit R ..... Carson Creek Specific Plan, Development Agreement,  
and Settlement Agreement Consistency Matrix

Exhibit S ..... Environmental Noise Assessment; January 21, 2009

Exhibit T ..... Addendum to Carson Creek Specific Plan  
Environmental Impact Report (EIR)

Exhibit U ..... Excerpt of Carson Creek Specific Plan Conditions of  
Approval (Condition Nos. 29-31)

# ATTACHMENT 1

## CONDITIONS OF APPROVAL

**Tentative Map TM06-1428 Carson Creek Phase 2, Unit 2  
Planning Commission/December 13, 2012**

### CONDITIONS OF APPROVAL

1. The Tentative Subdivision Map, Minor Modifications to the CCSP, and Design Waivers are based upon and limited to compliance with the project description, the Planning Commission hearing exhibits marked Exhibits M and N, and conditions of approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval. The project description is as follows:
  - A. Tentative Subdivision Map creating a residential subdivision creating 634 residential lots ranging from 4,000 square feet to 16,390 square feet, two large lettered lots for future multifamily residential development, five private recreational lots, 13 landscape lots, one open space lot, two landscape/access lots, one park lot, two private road lots, one utility lot (pump station), a Remainder parcel, and a phasing plan;
  - B. Administrative modifications to the Carson Creek Specific Plan including:
    1. Amendment to the Circulation Plan as follows:
      - A. Construction of a secondary point of road access connection to Investment Blvd;
      - B. Construction of 6-foot wide sidewalk on one side of the internal residential collector (promenade); and
      - C. Removal of sidewalks within residential courts; and
    2. Amendment to the Land Use Plan deleting the identified Sheriffs and Fire Station sites; and
  - C. Design Waivers 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 on Standard Plan 103E without the 100-foot tapers;
    2. Construction of all proposed encroachments onto Carson Crossing Drive based on Standard Plan 103D without the 100-foot tapers;
    3. Construction of dead-end cul-de-sac in excess of 500 feet located at the southern of the project;
    4. Reduction of cul-de-sacs and knuckle rights-of-ways from 60 feet to 50 feet and curb face radius from 50 feet to 44.5 feet;
    5. Reduction of minimum gutter slope to 0.45%;
    6. Reduction of sidewalk widths from 6-foot to 4-foot for residential streets; and
    7. Reduction of residential street right-of-way from 50 feet to 40 feet.

The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection

and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the County.

*The following are the original Conditions of Approval and Mitigation Measures as depicted in Section 7 (Conditions of Approval) of the Carson Creek Specific Plan that are applicable to Unit 2 Tentative Map. Conditions with underline texts reflect the necessary additions applicable to this project.*

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 shall be those specified in the revised acoustical analysis for the project.
3. An updated open space management plan shall be prepared by the developer, subject to review and approval by the El Dorado Hills CSD. The plan shall include wild fire management plans for the open space.
4. If parkland is dedicated to the EDHSCD, prior to County approval of any final map, the developer shall show evidence of a recorded agreement with the EDHSCD 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.

5. 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 (EDHSCD) 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 EDHSCD; the Carson Creek Specific Plan area shall be subject to the adopted park impact fee imposed for new development within the EDHSCD boundary and will be paid by the developer at the time a building permit is issued.
6. 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.

7. 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.
8. The filing of tentative map and recording of the final map ~~will fix~~ shall establish the appropriate zoning.

The following are Mitigation Measures from the CCSP EIR:

9. Golden Foothills Parkway at Carson Creek
  - a) Use native plan 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.
10. 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.

#### 11. 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.

#### 12. 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.
13. 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.
14. 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.

15. Increased Traffic Noise

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

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

- a) An 8-foot tall solid noise barrier shall be constructed at the locations shown in Figure 1 of the noise assessment to reduce noise levels in future backyard areas of the affected residential lots to 60 dB Ldn or less. Conformance with this condition shall be verified by Planning Services Division.

b) To ensure compliance with the County's 45 dB Ldn interior noise level standard, all second-floor bedroom windows of the residences constructed adjacent to Carson Crossing Drive from which that roadway would be visible have a minimum STC rating of 30. A Notice of Restriction shall be recorded with the Final Map for the affected lots requiring that the above requirement shall be implemented with the residential building permits for the affected lots. The language of the notice shall be reviewed and approved by Planning Services Division prior to recordation.

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

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

- a) A copy of the disclosure statement detailing the potential operational impacts from adjacent uses shall be provided to the future residents of the residential subdivision. Prior to recordation of the first residential final map, the applicant shall be provide a copy of the disclosure statement for review and approval by the Development Services-Planning Division.
- b) Air conditioning shall be included in all residences allow occupants to close doors and windows as desired to achieve additional acoustic isolation from the commercial noise source in the project vicinity and maintain a 45 dB interior noise level. A Notice of Restriction shall be recorded with the Final Map for the affected lots requiring that the above requirement shall be implemented with the residential building permits. The language of the notice shall be reviewed and approved by Planning Services Division prior to recordation.
- c) The applicant shall coordinate with El Dorado Irrigation District (EID) to ensure that acoustic retrofits and upgrades to the emergency generator building are constructed or an 8-foot tall solid barrier shall be constructed along the southern and western property lines of the generator site. Upgrades to the generator building would require the use of acoustically absorptive materials at the interior of the generator building, silencers at both cooling air inlet and exhaust ports, and upgraded doors. If the lift station is abandoned, then a 6-foot tall barrier shall be required at the nearest residences to provide shielding from the boat storage facility. Conformance with this condition shall be verified by Planning Services Division.

- d) Prior to recordation of first residential lot final map, the applicant shall: 1) coordinate with DST to develop industrial noise control measures which could be implemented at the source of the noise (i.e. acoustical silencers, partial enclosures of the noise generating equipment, procurement of quieter equipment, etc.) to reduce the size of the 45 dB Leq contour to the area where no residences are proposed. The applicant shall coordinate in writing with Planning Services Division on the status of the applicant's coordination with DST; 2) provide for review by Planning Services Division an updated acoustical study detailing the necessary standards to minimize the noise impact. Until noise control measures described in b) above or any other mitigation measures can be implemented and verified as being effective, only residential final map in areas beyond the 45 dB Leq contour (as shown in Figure 4 of the assessment) shall be recorded and allowed to be developed.

17. Loss of Wetlands

- a) Prior to issuance of a grading permit, the wetland delineation completed for ~~the Euer Ranch~~ Carson Creek Phase 2, Unit 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.

18. 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.

19. 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.

20. 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.

21. 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.

## 22. 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.

## 23. 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.

24. 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.

25. 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.

26. 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.

27. 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.

28. 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.

29. 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.

30. Underground Storage Tank (UST)

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

31. 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; and
- 7) installing drainage system, irrigation system, and turf on 15 acres of ballfields.

- g) The applicant's contributions noted above in subsections a), e), and f) shall be considered a loan, which shall be paid back by the assessment district or other approved financing mechanism, upon the sale of the bonds necessary to construct the facility.
32. 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.
33. 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.
34. Roadways in the Carson Creek Specific Plan Area shall be curvilinear and separated from

pedestrian pathways that run around, over, under, and between structures. Where feasible, cul-de-sacs will be incorporated into circulation system designs. The majority of roads (asphalt portion only) shall be 26 feet or less in width.

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

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

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

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

*The following are new conditions of approval recommended for the Carson Creek Unit 2 Tentative Map by the following agencies:*

### **Planning Services**

- 35. 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.

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

## **DEPARTMENT OF TRANSPORTATION**

### *PROJECT SPECIFIC CONDITIONS*

39. Specific Plan and Mitigation Measures: 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.
40. Carson Crossing Drive: The applicant shall construct Carson Crossing Drive with an 80-foot right of way from the northwest corner of Lot A as shown on the Tentative Map, to the intersection with Golden Foothill Parkway. The applicant shall provide the appropriate lane spacing and site distance along Carson Crossing Drive for any future signal at the Carson Crossing Drive and A drive intersection.

The applicant shall place conduits across Carson Creek Drive and A Drive to be utilized for a future signal at the Carson Crossing Drive and A drive intersection.

The applicant shall construct an opening in the median at the B Drive intersection. The applicant shall install a mountable curb system across the opening to deter regular vehicular use of the opening, but will still allow emergency vehicles to cross the median and enter the emergency gate at B Drive.

The above 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.

41. Investment Blvd: The applicant shall construct a full width extension of Investment Blvd to the west to the intersection with ZZ Drive. The extension shall have a 67 foot right of way with slope and utility easements as needed to extend to the southwestern curb return of ZZ Drive. The improvements shall include curb, gutter and 6 foot sidewalk on both sides of Investment Blvd. All wet and dry utilities shall be extended to the western end of the Investment Blvd extension. The applicant shall also provide a temporary turnaround at the western end of the extension. The turnaround shall be constructed to the provisions of County Standard Plan 114 or approved equivalent by the local fire district. 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.
42. Encroachment: The applicant shall obtain an encroachment permit from DOT and shall construct Carson Crossing Drive encroachment onto Golden Foothill Parkway per DISM Standard Plan 103E without the 100-foot tapers. 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.
43. Encroachment: The applicant shall construct the encroachments of A Drive and B Drive onto Carson Crossing Drive per DISM Standard Plan 103E and 103D respectively without the 100-foot tapers. B drive shall be gated with emergency access and right out only egress. 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.
44. Encroachment: The applicant shall construct the encroachment of ZZ Drive onto Investment Blvd per DISM Standard Plan 103D without the 100-foot tapers. 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.
45. Turn Pocket: The applicant shall provide a left turn pocket on west bound Carson Crossing Drive onto A 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.
46. Turn Pocket: The applicant shall provide a striped left turn pocket on west bound 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.
47. Road Design Standards: All roads shall be constructed in conformance with the Carson Creek Specific Plan and the Design and Improvements Standard Manual Standard Plan 101B and as noted in table 1 below. 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.

**Table 1. Carson Creek Unit 2 Tentative Map Roadways**

<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>
E Drive, F Drive, G Drive, H Drive, I Drive, J Drive, K Drive, L Drive, M Drive, N Drive, O Drive, P Drive, Q Drive, R Drive, S Drive, T Drive, U Drive, V Drive, W Drive, X Drive, Y Drive, Z Drive, AA Drive, BB Drive	A-A	40 feet	24ft travel way	25 MPH	Type 1 rolled curb & gutter on both sides, 4ft sidewalks on both sides
A Court, E Court, U Court, V Court	B-B	40 feet	24ft travel way	25 MPH	Type 1 rolled curb & gutter on both sides, no sidewalk
A Drive (from C Drive to D Drive), B Drive, C Drive, D Drive	C-C	64 feet	26ft travel way	25 MPH	Curbs adjacent to the fronts of lots shall be Type 1 rolled curb & gutter. All curbs adjacent to the sides of lots shall be Type 2 vertical curb & gutter on both sides, open swale drainage on both sides, 6-ft separated sidewalk on one side
A Drive (from Carson Crossing Drive to C Drive)	D-D	80-feet to 150-feet	36ft travel way (2-18ft lanes), landscaped median (width varies 6ft to	25 MPH	Type 2 vertical curb & gutter on both sides, 6ft sidewalks on both sides, open swale drainage on both sides between back of curb and sidewalk

			76		
A Drive (at C Drive)	H-H & I-I	64-feet	26ft travel way (2-13ft lanes)swale drainage	25 MPH	Type 2 vertical curb & gutter on both sides, 6ft sidewalks on both sides, open swale drainage on both sides between back of curb and sidewalk
Carson Crossing Drive	E-E	80-feet plus utility/slope easements	36ft travel way (2-12ft lanes w/ 6ft bike lanes, 18ft total), landscaped median (width varies)	40 MPH	2' benches on outer side of travel way next to roadside drainage ditch on both sides, 6ft sidewalk outside of ROW on south and east side. (Lots A, L, O and Y)
Alley A, Alley B, Alley, C, Alley D, Alley E, Alley F, Alley G	F-F	22 feet	22ft (2-11ft lanes) travel way, 4' Concrete Valley gutter	25 MPH	No sidewalk, curb & gutter
Investment Blvd extension	H-H	67-feet plus utility/slope easements	48ft travel way	40 MPH	Type 2 vertical curb and gutter with 6' sidewalk and 1' bench behind sidewalk on both sides
ZZ Drive	G-G	40 feet	26ft (2-13' lanes) travel way	25 MPH	Type 2 vertical curb and gutter and 4' sidewalk w/ 0.5' (1/2 foot) bench behind sidewalk on both sides. Excepting where home fronts the street, then type 1 rolled curb and gutter.

**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.**

48. Easements: The applicant shall irrevocably offer to dedicate a non-exclusive road and public utility easement (R&PUE) for onsite roadways as listed in the Table 1 and 50ft wide radius R&PUE for any cul-de-sac on the final map. Slope easements shall be included as necessary. This offer will be accepted by the County.
49. Irrevocable Offer of Dedication: The applicant shall irrevocably offer to dedicate the right of way for all roads as described in Table 1, with the exception of Carson Creek Drive and Investment Boulevard with the filing of the final map. This offer will be acknowledged and rejected by the County.
50. Irrevocable Offer of Dedication: The applicant shall irrevocably offer to dedicate, in fee, the right-of-way for Carson Crossing Drive and Investment Boulevard as described in Table 1 with the filing of the final map. This offer will be accepted by the County.
51. Public Service Easement: The applicant shall provide an additional Public Service Easement (PSE) where the sidewalks are outside of the proposed right-of-way with the filing of the final map.
52. Gates, Location: Pursuant to Article 2, Section 1273.11 of the SRA Fire Safe Regulations, all gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on that road. Additionally, gate entrances shall be at least two feet wider than the width of the traffic lane(s) serving that gate.
53. Gates, Turnarounds: All gates shall be designed and constructed with turnarounds acceptable to the Department of Transportation and the Fire Department. The improvements shall be completed to the satisfaction of the Department of Transportation and Building Services or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
54. Turnaround: The applicant shall provide a turnaround at the end of the dead end roadways to the provisions of County Standard Plan 114 or approved equivalent by local fire district. The improvements shall be completed to the satisfaction of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
55. Vehicular Access Restriction: The applicant shall record a vehicular access restriction along the entire frontage of the lots adjacent to the following roads:
  - Carson Crossing Drive except Lot M & Lot N
  - A Drive from Carson Crossing Drive to C Drive, except Lot A
  - B Drive
56. Easements: All applicable existing and proposed easements shall be shown on the project plans.
57. Signage: The applicant shall install all necessary signage such as stop signs, street name signs, and/or "not a county maintained road" sign as required by the Department of Transportation prior to the filing of the map. The signing and striping shall be designed and

constructed per the latest version of the California Manual Uniform Traffic Control Devices (MUTCD).

58. Sidewalks: Sidewalks may be located outside the right-of-way and meander as a means to provide interest and variety in alignment. The alignment and design of the sidewalks shall be reviewed and approved by the Department of Transportation prior to issuance of building permits. Pedestrian easements shall be provided where necessary. Final lane configurations, including the need for additional rights-of-way, shall be subject to review and approval of the Department of Transportation prior to improvement plan approval.
59. Curb Returns: All curb returns, at pedestrian crossing, will need to include a pedestrian ramp with truncated domes per Caltrans Standard A88A and 4 feet of sidewalk/landing at the back of the ramp.
60. Maintenance Entity: The proposed project must form an entity for the maintenance of any shared or common: private roads, parking facilities, landscaping, signs and drainage facilities. If there is an existing entity, the property owner shall modify the document if the current document does not sufficiently address maintenance of the roads, parking facilities, landscaping, signs, and drainage facilities of the current project. DOT shall review the document forming the entity to ensure the provisions are adequate prior to filing of the map.
61. Common Fence/Wall Maintenance: The responsibility for, and access rights for maintenance of any fences and walls constructed on property lines shall be included in the Covenants Codes and Restrictions (CC&Rs).
62. Water Quality Stamp: All new or reconstructed drainage inlets shall have a storm water quality message stamped into the concrete, conforming to the Storm Water Quality Design Manual for the Sacramento and South Placer Regions, Chapter 4, Fact Sheet SD-1. All stamps shall be approved by the El Dorado County inspector prior to being used.
63. Construction Hours: Construction activities shall be conducted in accordance with the County Health, Safety, and Noise Element and limited to the daylight hours between 7:00 a.m. and 7:00 p.m. on any weekday, and 8:00 a.m. and 5:00 p.m. on weekends and federal holidays.
64. DISM Consistency: 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 map.
65. Road Improvement Agreement & Security: The developer shall enter into a Road Improvement Agreement (RIA) with the Department of Transportation for all roadway, frontage, and intersection improvements. The developer shall complete the improvements to the satisfaction of DOT or provide security to guarantee performance of the RIA as set forth within the County of El Dorado Subdivision Division Ordinance, prior to filing of the map.
66. Subdivision Improvement Agreement & Security: The developer shall enter into a Subdivision Improvement Agreement (SIA) with the Department of Transportation for all onsite roadway, drainage infrastructure, grading, etc. The developer shall complete the

improvements to the satisfaction of DOT or provide security to guarantee performance of the SIA as set forth within the County of El Dorado Subdivision Division Ordinance, prior to filing of the map.

67. Import/Export Grading Permit: Any import, or export to be deposited or borrowed within El Dorado County, shall require an additional grading permit for that offsite grading.
68. Grading Permit / Plan: The applicant shall submit a site improvement/grading plan prepared by a professional civil engineer to the DOT for review and approval. The plan shall be in conformance with the County of El Dorado "Design and Improvement Standards Manual", the "Grading, Erosion and Sediment Control Ordinance", the "Drainage Manual", the "Off-Street Parking and Loading Ordinance", and the State of California Handicapped Accessibility Standards. All applicable plan check and inspection fees shall be paid at the time of submittal of improvement plans. The improvements and grading shall be completed to the satisfaction of DOT or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the map.
69. Grading Plan Review: Grading and improvement 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. 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.
70. RCD Coordination: The timing of construction and method of revegetation shall be coordinated with the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the 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.
71. At the time of the submittal of the grading or improvement plans, the applicant shall submit a soils and geologic hazards report (meeting the requirements for such reports provided in the El Dorado County Grading Ordinance) to, and receive approval from the El Dorado County Department of Transportation. Grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations and address, at a minimum, grading practices, compaction, slope stability of existing and proposed cuts and fills, erosion potential, ground water, pavement section based on TI and R values, and recommended design criteria for any retaining walls.
72. Drainage Study / SWMP Compliance: The applicant shall provide a drainage report at time of improvement plans or grading permit application, consistent with the Drainage Manual and the Storm Water Management Plan, which addresses storm water runoff increase, impacts to

downstream facilities and properties, and identification of appropriate storm water quality management practices to the satisfaction of the Department of Transportation. The Drainage Study must demonstrate the subject property has adequate existing and proposed storm drainage facilities. At a minimum, the drainage study, plans, and calculations shall include the following:

- The site can be adequately drained;
- The development of the site will not cause problems to nearby properties, particularly downstream sites;
- The on-site drainage will be controlled in such a manner as to not increase the downstream peak flow more than the pre-development 10-year storm event or cause a hazard or public nuisance. Detention shall be required if said condition is not met or demonstrate that there are no downstream impacts.
- The ultimate drainage outfall of the project.

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

73. Drainage (Cross-Lot): Cross lot drainage shall be avoided. When concentrated cross lot drainage does occur or when the natural sheet flow drainage is increased by the project, it shall be contained within dedicated drainage easements, and included in the County Service Area Zone of Benefit (ZOB), Home Owners Association, or other entity acceptable to the County. Any variations shall be approved by the County Engineer. This drainage shall be conveyed via closed conduit or v-ditch, to either a natural drainage course of adequate size or an appropriately sized storm drain system within the public roadway. The site plans shall show drainage easements for all on-site drainage facilities. Drainage easements shall be provided where deemed necessary prior to the filing of the final map.
74. Drainage Easements: Pursuant to Section 4.D of the DISM, the site plans shall show drainage easements for all on-site drainage courses and facilities and shall be included on all improvement plans and /or on the final map.
75. At the time that an application is submitted for improvement plans or a grading permit, and if the proposed project disturbs more than one acre of land area (43,560 square feet), the applicant 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 filing form, a filing fee, a location map, and a Storm Water Pollution Prevention Plan (SWPPP) are required for this filing. A copy of the Application shall be submitted to the County, prior to building permit issuance, and by state law must be done prior to commencing construction.

76. Storm Water Drainage BMPs: Storm drainage from on-and off-site impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (e.g. sediment, oil/grease, etc.), as approved by DOT. This project is located within the area covered by El Dorado County's municipal storm water quality permit, pursuant to the National Pollutant Discharge Eliminated System (NPDES) Phase II program. Project related storm water discharges are subject to all applicable requirements of said permit. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) storm water runoff in accordance with "Attachment 4" of El Dorado County's NPDES Municipal Storm water Permit (State Water Resources Control Board NPDES General Permit No. CAS000004). With the Improvement Plans, the applicant shall verify that the proposed BMPs are appropriate to treat the pollutants of concern from this project. A maintenance entity of these facilities shall be provided by the project applicant. DOT shall review the document forming the entity to ensure the provisions are adequate prior to filing of the final map.
77. Off-site Improvements (Security): Prior to the filing of a final map, the applicant shall enter into an agreement pursuant to Government Code Section 66462.5 to complete the required offsite improvements, including the full costs of acquiring any real property interests necessary to complete the required improvements. In addition to the agreement, the applicant shall provide a cash deposit, letter of credit, or other acceptable surety in the amount sufficient to pay such costs, including legal costs, subject to the approval of County Counsel.
78. Off-site Improvements (Acquisition): As specified in the Conditions of Approval, the applicant is required to perform off-site improvements. If it is determined that the applicant does not have or cannot secure sufficient title or interest of such lands where said off-site improvements are required, the County may, at the applicant's expense and within 120 days of filing the Final Map, acquire by negotiation or commence proceedings to acquire an interest in the land which will permit the improvements to be made, including proceedings for immediate possession of the property. In such cases, prior to filing of any final map, the applicant shall submit the following to the Department of Transportation Right of Way Unit, and enter into an agreement pursuant to Government Code Section 66462.5 and provide acceptable security to complete the offsite improvements, including costs of acquiring real property interest to complete the required improvements, construction surveying, construction management, and a 20% contingency:
  - a. A legal description and plat, of the land necessary to be acquired to complete the offsite improvements, prepared by a civil engineer or land surveyor.
  - b. Approved improvement plans and specifications of the required off-site improvements, prepared by a civil engineer.
  - c. An appraisal prepared by a certified appraiser of the cost of land necessary to complete the off-site improvements. In addition to the agreement the applicant shall provide a cash deposit, letter of credit, or other acceptable surety in an amount sufficient to pay such costs including legal costs subject to the approval of County Counsel.
79. Electronic Documentation: Upon completion of the improvements required, and prior to acceptance of the improvements by the County, the developer will provide a CD to DOT with

the drainage report, structural wall calculations, and geotechnical reports in PDF format and the record drawings in TIF format.

80. TIM Fees: The applicant shall pay the traffic impact mitigation fees in effect at the time a building permit is deemed complete.

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

81. This development shall annex to the El Dorado Hills County Water District and pay all fees associated with that annexation. Conformance with this condition shall be verified prior to recordation of first residential final map.
82. All homes shall be fire sprinklered in accordance with NFPA 13D and Fire Department requirements.
83. The potable water system with the purpose of fire protection for this residential development shall provide a minimum fire flow of 1,000 gallons per minute with a minimum residual pressure of 20 psi for a two-hour duration. This fire flow rate shall be in excess of the maximum daily consumption rate for this development. A set of engineering calculations reflecting the fire flow capabilities of this system shall be supplied to the Fire Department for review and approval. Conformance with this condition shall be verified prior to prior to recordation of the final map.
84. Mueller Dry Barrel fire hydrants shall be installed conforming to El Dorado Irrigation District specifications. 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. Hydrant locations shall be shown the Improvement Plan.
85. In order to enhance nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with a blue reflective marker as specified by the Fire Department and State Fire Safe Regulations. This condition shall be incorporated and verified as a note on the Improvement Plans.
86. In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to combustibles being brought onto the site as specified by the Fire Department, Standard B-003. This condition shall be incorporated as a note and verified prior to approval of Improvement Plan.
87. A Wildland Fire Safe Plan shall be prepared in accordance with the State Fire Safe Regulations. The plan shall include provisions for implementation and maintenance. A copy of the final Wildland Fire Safe Plan approved by the department shall be provided prior to recordation of the first residential final map.
88. This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway. This condition shall be incorporated as a note on the Improvement Plan and verified prior to approval of Improvement Plan.

89. Any gate shall meet the El Dorado Hills Fire Department Gate Standard B-002. Gate details shall be noted on the Improvement Plan.
90. There shall be no less than 4 access points for emergency equipment to make access on to the walking path surrounding the proposed subdivision. These access points are indicated on the tentative map as OSA. Gates or removable bollards shall be installed and locked with a low priority KNOX lock. The design and locations shall be approved by the El Dorado Hills Fire Department prior to installation. Access shall be wide enough for emergency equipment to access the trail (minimum of 12 feet). Access details shall be noted on the Improvement Plan.
91. All parking restrictions as stated in the El Dorado Hills County Water District Ordinance 35 shall be in effect. On streets where parking is restricted, the roadway shall be signed or marked every 25 feet “no parking fire lane” this shall be white letters on a red background.
  - A. For Street AA – there shall be no parking on either side of the street.
  - B. For Street BB – there shall be no parking on either side of the street.
  - C. For Street CC – there shall be parking on one side of the street only.
  - D. For Street DD – there shall be no parking on either side of the street.
  - E. For Street EE – there shall be no parking on either side of the street.
  - F. For Street FF – there shall be no parking on either side of the street.
  - G. For Street GG – there shall be no parking on either side of the street.
  - H. For Street HH – parking is allowed on either side of the street.

The above restrictions shall be shown as notes on the Improvement Plan.

92. A secondary means of egress shall be provided prior to any construction or the project can be phased. Dead end roads may not exceed 800’ or 24 parcels; whichever comes first. For purposes of this development, the following provisions shall apply to the phasing:
  - A. Phase 1 can be developed with the installation of Roadway A;
  - B. Phase 2 can be developed with the installation of Roadway B;
  - C. Any future phases of this development require the secondary access point from Investment Boulevard to be installed.

The above restrictions shall be shown as notes on the Improvement Plan.

## **COUNTY SURVEYOR**

93. 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.
94. 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.

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

95. Prior to recordation of the first small-lot final map, a total of 10.1 acres of parkland shall be dedicated to the district via grant deed. The 3.3 acres of public park will be given 100% park credit and 50% credit will be given for the 6.6 acres of private park provided that the park site meets the CSD development standards. The remaining 3.5 acres of park shall be met either through payment of in-lieu fees or by applying credit towards the future Regional Park indicated in the CCSP and Unit 1 large lot map.

An agreement between the applicant and CSD shall be executed describing the method in which the remaining parkland dedication requirements will be satisfied prior to filing of the first small-lot final map

96. Prior to recordation of first small-lot final map, the applicant shall coordinate with the CSD in forming a Landscape and Lighting District (LLAD), which shall function as the funding mechanism for the maintenance and operation of the 3.3 acre public park site. The formation costs shall be borne by the applicant.
97. Prior to recordation of first small-lot final map, the applicant shall coordinate with the CSD in forming a shell Landscape and Lighting District (LLAD). The shell LLAD shall function as a 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 and other common or public areas. The formation costs shall be borne by the applicant.
98. The multi-purpose trails shall be maintained by the future Homeowners Association (HOA) or through the LLAD in coordination with CSD. Evidence of dedicated funding mechanism for trail maintenance is required prior to recordation of first small-lot final map. CSD shall review and approve trail layout and design.
99. 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.

## **ATTACHMENT 2**

### **FINDINGS**

#### **Tentative Map TM06-1428/Carson Creek Phase 2, Unit 2 Planning Commission/December 13, 2012**

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 FINDINGS**

- 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 (State Clearinghouse SCH No. 94072021). An addendum to the EIR has been prepared evaluating the construction of a road crossing connecting to Investment Blvd, which was not previously contemplated in the CCSP, in accordance with CEQA Section 15164(a) (Exhibit U). The addendum concludes that no impacts are anticipated with construction of the road crossing. The original CCSP EIR mitigation measures shall be applied as conditions of approval for this project. All other applicable mitigation measures in the CCSP EIR shall remain in effect.
- 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 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 adopted within and by the County. The specific plans and the respective land use maps were accepted and incorporated by reference and were adopted as the General Plan Land Use map for such areas. 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 administrative modifications to the specific plan, rezone, 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. (*Land Use Element Policy 2.2.1.2, 2.2.5.3*)

Traffic impact analyses were conducted for the project concluding that current level of service of the existing roads would not be worsened from its current level of service designation. The analysis included an evaluation of any potential traffic effects related to the secondary access connection to Investment Boulevard, concluding that no significant effects from the project, subject to the Department of Transportation recommended conditions of approval.

The project must pay the required Traffic Impact Mitigation (TIM) fees at the time of building permit issuance. Carson Crossing Drive would include a Class II bicycle lane. As designed, the project would include interconnecting trails serving its residents and accessible by the general public. (*Transportation Element Policies TC-Xa, TC-Xd, TC-Xg, TC-Xh, TC-4e*)

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 Services and Utilities Element Policies 5.1.2.1, 5.2.1.9, 5.2.1.11, 5.3.1.7*)

Potential noise effects from transportation and existing stationary sources (sewer lift station, manufacturing uses) have been identified. Based on the environmental noise assessment conducted for the project, these noise effects would be minimized to a less than significant level in conformance with the standards set forth in the policies and conditions of approval. Some of these measures would include mitigation by design, utilizing standard construction materials, and construction of soundwalls. (*Public Health, Safety, and Noise Element Policies 6.5.1.1, 6.5.1.8, 6.5.1.7*)

The site is traversed by two perennial streams, an unnamed tributary to the west and Carson Creek to the east. These features have been incorporated as Open Space in the project design for in accordance with the CCSP. 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. (*Conservation and Open Space Elements Policies (7.3.3.1, 7.3.3.5, 7.3.4.1, 7.3.4.2, 7.3.5.3, 7.6.1.1)*)

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 at the southernmost portion of Large Lot 26 of the Phase 0 the Large-Lot Tentative Map proposed with this tentative map. Trails within the project site have been designed along the riparian corridor, which connects to the existing trails within Euer Ranch-Four Season subdivision, and a Class II Bicycle Lane along Carson Crossing Drive, which would eventually connect to the existing and future bicycle lanes along White Rock and Latrobe Roads. (*Parks and Recreation Element Policies 9.1.1.3, 9.1.1.4, 9.1.2.9, 9.1.3.1, 9.2.2.1*)

## 2.2 Carson Creek Specific Plan

The Unit 2 Tentative Map 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 administrative modifications to the Specific Plan have been determined to meet

the objectives of the specific plan with regards to providing sufficient and safe pedestrian circulation.

### 2.3 **Zoning**

The anticipated project development conforms to the applicable standards set forth in the Specific Plan. Specifically, the residential subdivision has been designed and verified for conformance with the development and zone standards under Single-Family High Density (SFHD) of the specific plan. Subsequent development of the site shall be required to obtain permit approvals, subject to review by the affected agencies. 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 utilities. The anticipated development shall be subject 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 permit 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. 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, 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 provisions of Specific Plan, applicable County Design and Improvement Standards, and mitigation measure of the adopted CCSP EIR.*

- 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. 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, and implementation of a Wildfire Management Plan. Therefore the proposed subdivision conforms to the requirements of Section 4291 of the Public Resource Code;*

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

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

## **2.5 Design Waivers**

The Design Waivers requested are subject to specific findings under Section 16.08.020 of the El Dorado County Zoning Ordinance described below.

- A. *There are special conditions or circumstances peculiar to the property proposed to be subdivided which would justify the waiver.*
- B. *Strict application of the design or improvement requirements of this chapter would cause extraordinary and unnecessary hardship in developing the property.*
- C. *The waiver would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.*

- D. *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 following discussion details the specific design waivers with supporting responses corresponding to the required findings above. The Department of Transportation and Planning Services has reviewed and recommend approval of the design waivers.

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

- A. *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.*
- B. *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.*
- C. *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.*
- D. *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-foot tapers.

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

- D. *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 3** - Construction of dead-end cul-de-sac in excess of 500 feet south of the project;

- A. *The property is site is constrained by two drainages (an unnamed tributary and Wetland Creek) which limits being able to provide two points of access at this location.*
- B. *Strict application of the design standard would preclude the opportunity to subdivide the property to the densities outlined anticipated in the CCSP.*
- C. *The waiver proposes improvements consistent with the Specific plan. In as much as the project proposes that an EVA be installed in accordance with the Fire Department comments that will allow access to multi-use trail surrounding the property and the dead-end length is a relatively minor 760 feet as opposed to 500 feet, the waiver request would not be injurious to adjacent properties or detrimental to the health, safety, convenience or welfare of the public.*
- D. *The proposed improvements meet the existing County standards, requirements of the CCSP, and are consistent with policies of the General Plan and therefore, would not have the effect of nullifying the objectives of Article II of Chapter 16 of the County Code.*

**Design Waiver 4** - Reduction of cul-de-sacs and knuckle rights-of-ways from 60 feet to 50 feet and curb face radius from 50 feet to 44.5 feet;

- A. *The reduction in right-of-way and pavement will sufficient conforms to the proposed street widths and lot sizes. The residential subdivision would be mass pad graded and would not require a larger diameter of right-of-way.*
- B. *Strict application of a larger diameter for a cul-de-sac would not be necessary to serve the proposed subdivision.*
- C. *Similar reduced right-of-way and road pavement have been approved by the County determining that the modified improvements would not be injurious to the public.*
- D. *The proposed improvements meet the existing County standards, objectives of the CCSP, and are consistent with policies of the General Plan and therefore, would not have the effect of nullifying the objectives of Article II of Chapter 16 of the County Code.*

**Design Waiver 5** - Reduction of minimum gutter slope to 0.45%;

- A. *The reduced gutter slopes result from geometry related to a 0.5% centerline grade when coupled with an outside radius.*
- B. *Strict application of steeper slopes greater than 0.5% would result in significant grading over such a large area as to be excessively costly.*
- C. *The reduced gutter slopes would not limit adequate conveyance of on-site drainage and not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.*
- D. *The proposed improvements meet the existing County standards, objectives of the CCSP, and are consistent with policies of the General Plan and therefore, would not have the effect of nullifying the objectives of Article II of Chapter 16 of the County Code.*

**Design Waiver 6** - Reduction of sidewalk widths from 6-foot to 4-foot for residential streets;

- A. *The reduced sidewalk, which would be constructed on both sides of the residential streets, would result in lesser construction impacts and maintain sufficient pedestrian circulation within the subdivision.*
- B. *Strict application of standards would result in reduced landscape area along the streets and increase impervious area.*
- C. *The reduced sidewalk width would not be injurious to adjacent properties or detrimental to health and safety to the residents and public in general. The proposed 4-foot sidewalk on both sides of the street would adequately accommodate safe pedestrian circulation within the subdivision.*
- D. *The proposed improvements meet the existing County standards, objectives of the CCSP, and are consistent with policies of the General Plan and therefore, would not have the effect of nullifying the objectives of Article II of Chapter 16 of the County Code.*

**Design Waiver 7** - Reduction of residential street right-of-way from 50 feet to 40 feet.

- A. *The reduced right of way width is more than adequate to cover the proposed roadways and anticipated vehicular traffic within the subdivision.*
- B. *Strict application of the standard would result in greater width right of way which would decrease residential lot area that could be better utilized by each individual home owner rather than unnecessarily placed within the road way lot.*
- C. *The reduction in right of way width for the residential streets would adequately meet the circulation needs within the subdivision and would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.*

- D. The proposed improvements meet the existing County standards, objectives of the CCSP, and are consistent with policies of the General Plan and therefore, would not have the effect of nullifying the objectives of Article II of Chapter 16 of the County Code.*