

7. CONDITIONS OF APPROVAL

7.1 Introduction

The following conditions of approval reflect the conditions as modified by the El Dorado County Board of Supervisors and the Environmental Impact Report mitigation measures addressed in the Carson Creek Specific Plan EIR. In an effort to retain format consistency within this section the EIR mitigation measures have been renumbered starting with condition "#16".

7.2 Conditions of Approval and Mitigation Measures

1. Agricultural fencing per County resolution No. 98A-90 standards shall be required as a condition of approval of tentative maps along the southern boundary of Carson Creek, along the Southern Pacific Railroad Right-of-Way, and along the Sacramento/El Dorado County line, in any location not built with a 6-foot solid fence. Fencing is required to be maintained by the property owners or El Dorado Hills Community Services District, and shall be required in the CC&Rs.
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.
3. An open space management plan shall be prepared by the developer, subject to review and approval by the El Dorado Hills CDS. The plan will include wild fire management plans for the open space.
4. The development of the parcels within an Agricultural Preserve shall not occur until said parcels roll out (or are approved for immediate cancellation) of the Agricultural Preserve. To protect the potential agricultural use existing in Phase 2, from development in Phase 1, a 400-foot setback from Phase 2 shall be maintained for all residential units while land in Phase 2 is within an Agricultural Preserve. The buffer may be reduced or eliminated by the Agricultural Commission upon presentation to the Agricultural Commission that the buffer is unnecessary or is substantially complied with in another fashion.

5. **Annexation into required districts shall be a condition of approval of tentative maps.**
 - A. **The developer shall pursue annexation of the entire Specific Plan area into the El Dorado Hills Community Services District (EDHCSD); however, in the event annexation to the EDHCSD is not approved by the appropriate public agencies, an alternative method of providing necessary services will be established prior to County approval of any final map. (Note: This statement is incorporated by reference and is/will be applicable to all subsequent conditions regarding required approvals by the EDHCSD.**
 - B. **Conditions, Covenants, and Restrictions (CC&Rs) and design guidelines for the Carson Creek Specific Plan and all tentative maps will be submitted to the EDHCSD for review and approval.**
 - C. **An Open Space Management Plan shall be prepared by the developer subject to review and approval by the EDHCSD and will include a funding mechanism for on-going maintenance of all open space. A Wild Fire Management Plan, subject to approval by appropriate agencies, will also be included as a component of this document.**
6. **A financing mechanism or mechanisms for parks, open space, landscaping, and schools shall be determined prior to recordation of the final map. Prior to issuance of building permits the financing mechanisms shall be in place (from Section 5.2 of the Carson Creek Specific Plan).**
7. **If parkland is dedicated to the EDHCSD, prior to County approval of any final map, the developer shall show evidence of a recorded agreement with the EDHCSD for the location, size, park improvements (including water meters and sewer hook ups), maintenance, and timing of dedication and acceptance of parks throughout the Specific Plan area.**

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

8. **A financing mechanism or mechanisms, such as a Landscaping and Lighting District (LLAD) for development and maintenance of parks, and for maintenance of open space, landscaping, lighting, fencing, trails,**

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

9. As a condition of approval of all tentative maps, a wood or other solid fence, at least six feet in height, will be constructed by the developer for all residential lots adjacent to the boundaries of the Specific Plan.

Agricultural fencing per County Resolution No. 98A-90 shall be required along the Sacramento/El Dorado County line in any location not adjacent to a residential lot/parcel.

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

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

10. The developer will be required to provide water meters for all residential lots, parks, landscaped corridors, and open space parcels. (Costs of water meters for parks may or may not be a credit to developer pending negotiations with EDHCSD Board of Directors).
11. All the mitigation measures of the Carson Creek Specific Plan EIR, as revised in August 1996, except 4.5-7a, 7.2b 7.2c (requiring separate agreement with Sacramento County), and 5-1a, b, and c which were optional fiscal mitigation, are incorporated as conditions of approval, and the mitigation monitoring program is incorporated into the Specific Plan.
12. A final Carson Creek Specific Plan document shall be submitted incorporating all the changes, conditions, mitigation measures, and mitigation monitoring plan included herein within 60 days of approval.

13. The filing of tentative map and recording of the final map will fix zoning.
14. Rezoning of the AE lands will not become effective until the subject land rolls out from Williamson Act or is approved for immediate cancellation and fulfills all requirements thereof.
15. At the time the applicant submits for approval by the County a proposed final subdivision map for the Euer Ranch property, the County shall determine whether the Board of Supervisors or the Sacramento-Placerville Transportation Corridor Joint Powers Agency has taken any affirmative action indicating an intention to reserve right-of-way through or adjacent to the Euer Ranch property for possible eventual use by a commuter rail system of any kind. Such an indication by the Board or Joint Powers Agency must take the form of an informal or formal policy decision to modify plans to reserve a right-of-way other than the former Southern Pacific right-of-way located west, south, and east of Euer Ranch, which was purchased in September 1996 by Joint Powers Agency. If the Board or Joint Powers Agency has taken any such action indicating an intention to eventually extend a commuter rail line through the Euer Ranch property, the County shall not approve the final map until the applicant has prepared an acoustical study assessing the noise impacts that such a rail line might create for nearby residential and other properties, and proposing any noise attenuation measures necessary to achieve compliance with General Plan noise standards. Any noise attenuation measures developed through such a study shall be required prior to issuance of the final map.

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

Mitigation Measures From the EIR:

16. White Rock Road at Manchester Lane

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

17. 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, 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.

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

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

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

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

- El Dorado Hills Boulevard/U.S. Highway 50 westbound ramps intersection – LOS from F to B during the a.m. peak hour and from E to C during the p.m. peak hour;
- Latrobe Road/U.S. Highway 50 eastbound ramps intersection LOS from F to B during the a.m. peak hour and from F to B during the p.m. peak hour;
- U.S. Highway 50 eastbound diagonal on-ramp – LOS A during the a.m. peak hour and LOS D during the p.m. peak hour;

- U.S. Highway 50 eastbound loop off-ramp – LOS B during the a.m. peak hour and LOS D during the p.m. peak hour;
- U. S. Highway 50 westbound diagonal on-ramp – LOS C during the a.m. peak hour and LOS B during the p.m. peak hour; and
- U.S. Highway 50 westbound diagonal off-ramp – LOS C during the a.m. peak hour and LOS B during the p.m. peak hour.

Reconstruction of the interchange may also include the addition of an eastbound diagonal off-ramp and westbound loop off-ramp. Both of these new ramps would also operate at LOS D or better during both peak hours.

20. Peak Hour Traffic Volumes (Latrobe Road Intersections)

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

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

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

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

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

21. Peak Hour Traffic Volumes (White Rock Road Intersections)

The following mitigation measure address the intersection along White Rock Road (west of Latrobe Road) projected to operate at LOS F with build out of the Specific Plan.

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

22. Public Transit

The project developer shall be responsible for the construction of a bus turnout and transit shelter along the project site frontage on White Rock Road (including within the landscape corridor) when fixed route transit service or commuter service is extended to serve the project. The project developer shall also reserve the land area for the proposed mass transit station and parking area as identified in the Carson Creek Specific Plan.

Although not required as part of this mitigation measure, the project developer, El Dorado County Department of Transportation, and the El Dorado County Transit Authority should also develop an implementation plan that identifies the construction phasing and financing for the parking area, other transit shelters within the project site, and the mass transit station. This implementation plan should be approved by El Dorado County Department of Transportation and the El Dorado County Transit Authority prior to the issuance of building permits.

23. Bicycle/Pedestrian Facilities

The project developer shall be responsible for the construction of Class II bike lanes along the project site frontage on White Rock Road prior to the issuance of building permits.

24. Phase 1 (Grading Phase) Construction Emissions

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

- Application of water or suitable chemicals or other specified covering on materials stockpiles, wrecking activity, excavation, grading, sweeping, clearing of land, solid waste disposal operations, or construction or demolition of buildings or structures (all exposed soil shall be kept visibly moist during grading);

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

25. Phase II (Facilities Phase) Construction Emissions

- a) Low emission mobile construction equipment shall be used (e.g., tractor, scraper, dozer, etc.)
- b) Construction equipment engines shall be maintained in proper operating condition.
- c) Low-emission stationary construction equipment shall be used.
- d) A trip reduction plan shall be developed and implemented to achieve 1.5 average vehicle occupancy (AVO) for construction employees.

- e) Construction activity management techniques, such as extending construction period, reducing number of pieces used simultaneously, increasing distance between emission sources, reducing or changing hours of construction, and scheduling activity during off-peak hours shall be developed and implemented.
- f) The project applicant shall comply with El Dorado County APCD Rule 224.
- g) The project applicant shall comply with El Dorado County APCD Rule 215.

26. Stationary Source Emissions

- a) The applicant shall incorporate energy-saving design features into future levels of project implementation as feasible and appropriate. The feasibility and appropriateness of each measure can best be determined at future, more-detailed levels of planning. These design features may include, but are not limited to, the following:
 - Solar or low-emission water heaters;
 - Central water heating systems;
 - Shade trees;
 - Energy-efficient and automated air conditioners;
 - Double-pane glass in all windows;
 - Energy-efficient low-sodium parking lot lights;
 - Adequate ventilation systems for enclosed parking facilities;
 - Energy-efficient lighting and lighting controls.
- b) The applicant, future successors in interest, or future homebuilders shall install only EPA-certified woodstoves and fireplaces.

27. Regional Mobile Source Emissions

The County shall coordinate with the Folsom, El Dorado, Cordova TMA to consider including the project site within the TMA's jurisdiction.

28. Short-Term Construction Noise

Construction activities shall be conducted in accordance with the County noise regulation or limited to the following hours and days:

- Between the hours of 7:00 a.m. and 5:00 p.m. on any weekday
- Between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays
- Prohibited on Sundays and holidays

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

29. Increased Traffic Noise

Where the development of a project could result in the exposure of noise-sensitive land uses to existing or projected future traffic noise levels in excess of the applicable County noise standards, the County shall require an acoustical analysis to be performed prior to the approval of such projects.

Where acoustical analysis determines that the project would contribute to traffic noise levels in excess of applicable County noise standards at proposed on-site or planned future off-site noise sensitive uses, the County shall require the implementation of noise attenuation measures, such as setback, sound barrier walls, or noise berms, as necessary to reduce traffic noise levels at proposed noise sensitive uses to conform with the applicable County standards.

30. Railroad Noise

Where the development of a project could result in the exposure of noise-sensitive land uses to projected future railroad noise levels in excess of

the applicable County noise standards, the County shall require an acoustical analysis to be performed prior to the approval of such projects.

Where acoustical analysis determines that railroad noise levels would exceed applicable County noise standards at proposed on-site noise sensitive uses, the County shall require the implementation of noise attenuation measures, such as setbacks, sound barrier walls, or noise berms, as necessary to reduce traffic noise levels at proposed noise sensitive uses to conform with the applicable County standards.

31. Stationary Source Noise

Where the development of a project could result in the exposure of on-site noise-sensitive land uses to projected on-site or off-site stationary source noise levels in excess of the applicable County noise standards, the County shall require an acoustical analysis to be performed prior to the approval of such projects.

Where acoustical analysis determines that stationary source noise levels would exceed applicable County noise standards at proposed on-site noise sensitive uses, the County shall require the implementation of noise attenuation measures, such as setbacks, sound barrier walls, or noise berms, as necessary to reduce stationary source noise levels at proposed noise sensitive uses to conform with the applicable County standards.

32. Loss of Wetlands

- a) Prior to issuance of a grading permit, the wetland delineation completed for the Euer Ranch shall be verified by USACE. After verification, any wetlands that would be lost or disturbed shall be replaced or rehabilitated on a "no-net-loss" basis in accordance with USACE mitigation guidelines. El Dorado County has also supported the protection of wetlands as specified in the County's General Plan under Objective 7.4.2. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE.
- b) Prior to issuance of a grading permit, a Stream Bed Alteration Agreement shall be obtained from CDFG, pursuant to §1600 of the California Fish and Game Code, for each stream crossing and any other activities affecting the bed, bank, or associated riparian

vegetation of the stream. If required, the project applicant shall coordinate with CDFG in developing appropriate mitigation, and shall abide by the conditions of any executed permits.

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

33. Special Status Plants

Prior to issuance of a grading permit, habitat on the Euer Ranch that is suitable to support Bogg's Lake hedge-hyssop shall be surveyed. If any significant populations of this species are found in areas proposed for development, a mitigation plan designed to result in a no-net-loss of the species shall be prepared by the project proponent and approved by USFWS. The plan may include measures such as transplantation or revegetation in protected areas on-site. Approval of this plan by USFWS and its implementation by the project proponent would reduce impacts to a less-than-significant level.

34. Liquefaction

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

35. Ground Staking

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

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

36. Topographic Alteration (Ground Stability & Erosion)

Prior to the issuance of grading permits, grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations. These findings all include methods to control soil erosion and ground instability. Some potential methods include:

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

37. Increased Surface Runoff

- a) Prior to the approval of the first tentative subdivision or parcel map, a condition of approval shall be placed on the tentative map that states, prior to the issuance of a grading plan, the project applicant shall submit and obtain approval of final drainage plans by the El Dorado County Department of Transportation. These final drainage plans shall demonstrate that future post-development storm water discharge levels from the project will remain at existing storm water discharge levels and detention basins will be permanently maintained. The drainage plan shall be prepared by a certified Civil Engineer and shall be in conformance with the El Dorado County

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

▶ **Soil Stabilization Practices**

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

▶ **Sediment Barriers**

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

▶ **Site Construction Practices**

- Winterization
- Traffic Control
- Dust Control

▶ **Runoff Control in Slopes/Streets**

- Diversion Dikes

- Diversion Swales
- Sediment Traps

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

38. 100-Year Flood Event

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

39. Short-Term Construction-Related Water Quality Impacts

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

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

40. Long-Term Water Quality Impacts

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

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

- a) Prior to grading and construction activities, significant cultural resources found on the project site shall be recorded or described in a professional report and submitted to the North Central Information Center at California State University at Sacramento.
- b) During grading and construction activities, the name and telephone number of an El Dorado County-approved, licensed archaeologist shall be available at the project site. In the event a heritage resource is encountered during grading or construction activities, the project applicant shall ensure that all activities will cease in the

vicinity of the recovered heritage resource until an archaeologist can examine the find in place and determine its significance. If a find is authenticated, the archaeologist shall determine proper methods of handling the resource(s) for transport and placement in an appropriate repository. Grading and construction activities may resume, after the resource is either retrieved or found to be not of consequence.

42. School Fees

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

43. General Plan Consistency

Apply Mitigation Measure "4.12-1" and the following measure: Prior to the approval of the Specific Plan, the applicant shall enter into an Agreement with the affected school districts.

44. Law Enforcement

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

- a) Prior to the issuance of each building permit, the project applicant will be required to obtain a service letter from the El Dorado County Sheriff's Department identifying that law enforcement staff and equipment are available to serve the proposed land use upon occupancy.

- b) Prior to the issuance of the building permit, the project applicant shall create an assessment district or other mechanism to provide funding to the El Dorado County Sheriff's Department for adequate law enforcement staff and equipment upon occupancy and in the future.

46. Water Consumption

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

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

47. Work Shed and Barn Areas

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

local, state, and federal regulations/requirements and guidelines established for the treatment of hazardous materials.

48. Historic Mining

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

49. UTS's

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

50. El Dorado Hills CSD Fiscal Impacts

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

51. Cumulative Transportation and Circulation Impacts

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

52. The project applicant will 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 for conducting a nexus study for the regional park assessment district or other agreed-upon, formed financing mechanism within 120 days.
- f) The applicant shall advance funds, within 180 days after the County approves the first tentative map for Phase 2 of the Carson Creek Specific Plan Area, to pay for completing the following:
 - [1] grading 20 acres for ball fields per County specifications;
 - [2] installing chip-and-seal parking area at the regional park;
 - [3] installing potable and reclaimed water lines to the regional park;

- [4] obtaining EDUs for EID water and/or installing a well-water system;
- [5] installing shielded sports lighting on 15 acres of ball fields;
- [6] installing restrooms, bleachers, and concession stands;
- [7] installing drainage system, irrigation system, and turf on 15 acres of ballfields.

g) The applicants contributions noted above in subsections a), e), and f) shall be considered a loan, which shall be paid back by the assessment district, or other approved financing mechanism, upon the sale of the bonds necessary to construct the facility

53. The applicant will pay light rail fees in the following circumstances: (1) a region-wide or county-wide, light-rail fee requirement is imposed; (2) before grading permits are issued; and (3) fees shall only apply to units in which no building permit has been issued at the time the light rail fee is imposed. The applicant will receive credit against any fees for any light rail related improvements or land donated to serve light rail.

54. Open channel drainage: The applicant shall minimize the use of culverts and concrete V-ditches and maximize the use of open, unlined and vegetated channels to facilitate removal of pollutants and sediment and to preserve a more natural, rural feel to the development. The applicant shall employ best management practices to protect water quality and to minimize erosion in the drainage system. Such practices shall include utilizing grassy swales, open ditches, energy dissipaters, water quality ponds, and grease/oil traps.

a) Open Space Areas: All drainage in open space corridors shall remain natural, unlined and open. Except as expressly indicated elsewhere in the specific plan, the applicant will not use culverts in these channels and roadcrossings 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 engineeringly 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.

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

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

- (1) One-way streets shall be no more than 18 feet wide;
- (2) Two-way streets shall be no more than 24 feet wide;
- (3) Minor collectors with less than 350 average daily trips ("ADT") shall be no more than 24 feet wide;
- (4) Minor collectors with more than 350 average daily trips ("ADT") shall be no more than 26 feet wide;
- (5) Major collectors, with homes fronting the street, shall be no more than 30 feet wide;

- (6) Major collectors, without homes fronting the street and with less than 350 ADT, shall be no more than 24 feet wide;
- (7) 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, hammer heads, 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.