

**P21-0008/Beam Parcel Map** – As approved by the Zoning Administrator on March 20, 2024

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**

**1.0 CEQA FINDINGS**

- 1.1 An Initial Study has been prepared analyzing potential environmental impacts with implementation of the project. Based on the Initial Study, impacts have been identified to be less than significant and a Negative Declaration has been prepared.
- 1.2 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Planning and Building Department, Planning Division, at 2850 Fairlane Court, Placerville, CA, 95667.

**2.0 GENERAL PLAN FINDINGS**

**2.1 The project is consistent with General Plan Policy 2.2.1.2.**

General Plan Policy 2.2.1.2 establishes an appropriate range of land use types and densities within the County. The Rural Residential (RR) land use designation establishes areas for residential and agricultural development. These lands will typically have limited infrastructure and public services and will remain, for the most part, in their natural state. This category is appropriate for lands that are characterized by steeper topography, high fire hazards, and limited or substandard access as well as “choice” agricultural soils. The RR designation shall be used as a transition between Low Density Residential (LDR) and the Natural Resource (NR) designations. The allowable density for this designation is one (1) dwelling unit per 10 to 160 acres.

Rationale: The proposed project will create three (3) parcels, each within the allowable size standards and density standards in the above General Plan Policy. As proposed and conditioned, the proposed project will be compatible with the existing landscape and surrounding uses, and therefore, consistent with this policy.

**2.2 The project is consistent with General Plan Policy 2.2.5.2.**

General Plan Policy 2.2.5.2 states that all applications for discretionary projects or permits including, but not limited to, General Plan amendments, zoning boundary amendments, tentative maps for major and minor land divisions, and special use permits shall be reviewed to determine consistency with the policies of the General Plan. No approvals shall be granted unless a finding is made that the project or permit is consistent with the General Plan. In the case of General Plan amendments, such amendments can be rendered

consistent with the General Plan by modifying or deleting the General Plan provisions, including both the land use map and any relevant textual policies, with which the proposed amendments would be inconsistent.

Rationale: As conditioned, the proposed Tentative Parcel Map is consistent with applicable General Plan policies as discussed in the Staff Report and is consistent with this policy.

### 2.3 **The project is consistent with General Plan Policy 2.2.5.21.**

General Plan Policy 2.2.5.21 requires development projects shall be located and designed in a manner that avoids incompatibility with adjoining land uses that are permitted by the policies in effect at the time the development project is proposed. Development projects that are potentially incompatible with existing adjoining uses shall be designed in a manner that avoids any incompatibility or shall be located on a different site.

Rationale: As proposed, the project would be compatible with the adjoining land uses. The proposed parcel sizes are compatible within an area planned for the RR land use designation. The proposed Tentative Parcel Map would combine the existing six (6) parcels to create three (3) new parcels and would allow future development of each parcel. No new development beyond the realignment of the existing road is being proposed for the subject parcels. The project is consistent with this policy.

### 2.4 **General Plan Policy TC-Xa does not apply.**

(1) Traffic from residential development projects of five (5) or more units or parcels of land shall not result in, or worsen, Level of Service (LOS) F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange, or intersection in the unincorporated areas of the County.

Rationale: The project would create three (3) RR parcels; therefore, this policy does not apply.

(2) The County shall not add any additional segments of U.S. Highway 50, or any other highways and roads, to the County's list of roads from the original Table TC-2 of the 2004 General Plan that are allowed to operate at LOS F without first getting the voter's approval.

Rationale: This is not applicable as the project is not requesting any modifications to Table TC-2.

(3) and (4) Intentionally blank as noted in the General Plan.

(5) The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.

Rationale: This is not applicable as the project is not requesting the County create an Infrastructure Financing District.

(6) Intentionally left blank as noted in the General Plan.

(7) Before giving approval of any kind to a residential development project of five (5) or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs.

Rationale: The project would create three (3) RR parcels; therefore, this policy does not apply.

## **2.5 General Plan Policy TC-Xb does not apply.**

Policy TC-Xb ensures that potential development in the County does not exceed available roadway capacity.

Rationale: This policy is not applicable as this policy refers to the County preparing a Capital Improvement Program (CIP), preparing a Traffic Impact Mitigation (TIM) Fee Program, and monitoring traffic volumes.

## **2.6 General Plan Policy TC-Xc does not apply.**

Policy TC-Xc directs that developer paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development.

Rationale: This policy is not applicable as this policy directs how the County will pay for building necessary road capacity.

## **2.7 The project is consistent with General Plan Policy TC-Xd**

LOS for County-maintained roads and State highways within the unincorporated areas of the County shall not be worse than LOS E in the Community Regions or LOS D in Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table. LOS will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgement of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak Hour traffic volumes.

Rationale: This project is located just outside the Georgetown Rural Center and would not worsen (as defined by General Plan Policy TC-Xe) LOS for any County-maintained road or State highway.

## 2.8 The project is consistent with General Plan Policy TC-Xe

For the purposes of this Transportation and Circulation Element, “worsen” is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project.

- A. A two-percent increase in traffic during the AM Peak Hour, PM Peak Hour, or daily, or;
- B. The addition of 100 or more daily trips, or;
- C. The addition of 10 or more trips during the AM Peak Hour or PM Peak Hour.

Rationale: This project will generate fewer than 10 trips in the Peak Hour, and fewer than 100 daily trips. The thresholds in criteria A, B, or C of this policy would not be exceeded.

## 2.9 General Plan Policy TC-Xf does not apply.

At the time of approval of a tentative map for a single-family residential subdivision of five (5) or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A], [B], or [C]) traffic on the County road system, the County shall do one of the following: (1) Condition the project to construct all road improvements necessary to maintain or attain LOS standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10 years from project submittal; or (2) Ensure the commencement of construction of the necessary road improvements are included in the County’s 10-year CIP.

For all other discretionary projects that worsen traffic on the County road system, the County shall do one of the following: (1) Condition the project to construct all road improvements necessary to maintain or attain LOS standards detailed in this Transportation and Circulation Element; or (2) Ensure the construction of the necessary road improvements are included in the County’s 20-year CIP.

Rationale: This policy is applicable to projects that worsen traffic on the County road system as defined in Policy TC-Xe. The project would create three rural residential parcels and would not worsen traffic on the County road system. Therefore, this policy does not apply.

**2.10 The project is consistent with General Plan Policy TC-Xg**

Each development project shall dedicate right-of-way, design and construct or fund any improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. This policy shall remain in effect indefinitely unless amended by voters.

Rationale: The project, as proposed, would not worsen traffic conditions.

**2.11 This project is consistent with General Plan Policy TC-Xh**

All subdivisions shall be conditioned to pay the traffic impact fees in effect at the time a building permit is issued for any parcel created by the subdivision.

Rationale: This project will pay TIM fees at the time a building permit is issued. No residential or structural development is being proposed as a part of this project; therefore, the project is consistent with this policy.

**2.12 The project is consistent with General Plan Policy TC-Xi**

General Plan Policy TC-Xi directs the County to coordinate and work together with other agencies to plan for the widening of U.S. Highway 50.

Rationale: This policy is not applicable to the project as it is direction to the County to coordinate with other agencies, and the project does not include any U.S. Highway 50 capacity enhancements.

**2.13 The project is consistent with General Plan Policy 5.1.2.1.**

General Plan Policy 5.1.2.1 requires a determination of the adequacy of the public services and utilities to be impacted by that development.

Rationale: The project was submitted for review to the Georgetown Fire Protection District (GFPD), County Department of Transportation (DOT), and the County Environmental Management Department (EMD) for adequate public services and utilities. No comments regarding concerns about public services or utility impacts were received. As proposed and conditioned, the project is consistent with this policy.

**2.14 The project is consistent with General Plan Policy 5.1.2.2.**

General Plan Policy 5.1.2.2 requires adequate levels of public services be provided to new discretionary development, including quantity and quality of water and adequate fire protection services.

Rationale: The project was distributed to affected public service agencies and organizations serving the project parcel including the GFPD, DOT, EMD and Georgetown Public Utility District (GPUD). No comments regarding concerns about quality or quantity of water and adequate fire protection services or other public services were received. As proposed, the project is consistent with this policy.

**2.15 The project is consistent with General Plan Policy 5.2.1.2.**

An adequate quantity and quality of water for all uses, including fire protection, shall be provided for with discretionary development.

Rationale: The project was reviewed by EMD and GFPD for adequate supply for all uses. No comments were received from GPUD or GFPD indicating that emergency water supply was not available. The project is consistent with this policy.

**2.16 The project is consistent with General Plan Policy 5.7.2.1.**

General Plan Policy 5.7.2.1 requires the responsible fire protection district review all applications to determine the ability of the district to provide required services and to ensure services will not be reduced below acceptable levels.

Rationale: The project was distributed to the GFPD for review. No comments were received concerning the ability to provide required services to the project site or to ensure services will not be reduced below acceptable levels as a result of the approval of the project. The project, as proposed, is consistent with this policy.

**2.17 The project is consistent with General Plan Policy 6.2.3.2.**

General Plan Policy 6.2.3.2, Adequate Access for Emergencies, requires that the applicant demonstrate that adequate access exists, or can be provided to ensure that emergency vehicles can access the site and private vehicles can evacuate the area.

Rationale: The project was distributed for review to DOT and the GFPD; neither agency expressed any concerns regarding adequate capacity for emergency vehicle access. The project, as proposed, is consistent with this policy.

**2.18 The project is consistent with General Plan Policy 7.4.4.4.**

General Plan Policy 7.4.4.4 requires all new non-exempt development projects that would result in impacts to oak resources be mitigated in accordance with the standards of the Oak Resources Management Plan (ORMP).

Rationale: No oak trees will be removed or impacted as no development is being proposed as a part of the project. The project, as proposed, is consistent with this policy.

**3.0 ZONING FINDINGS**

**3.1 The proposed use is consistent with Title 130.**

The parcel is zoned Rural Lands – 40-acre Minimum (RL-40) and has been analyzed in accordance with Zoning Ordinance Section 130.21.030 (Agricultural, Rural, and Resource Zones Development Standards) for minimum lot size and lot frontage.

Rationale: The project, as designed and conditioned and with the allowance of the minimum parcel size exception for Parcel 3, is consistent with the Zoning Ordinance because the parcels have been designed to comply with the RL-40 development standards as provided within Section 130.21.030 of the County Code and with an exception as provided for within Section 130.30.040(C). The smallest parcel proposed to be created is no less than 75 percent of the minimum size required by the applicable zone and is larger than 4.5 acres, and all other parcels proposed to be created are no less than the minimum required by the RL zone. The parcel size exception does not conflict with general plan policies or provisions of Title 130 that require buffers to adjacent parcels.

**4.0 PARCEL MAP FINDINGS**

The Subdivisions Ordinance Section 120.44.030 (Findings Requiring Disapproval) requires the approving authority not approve a tentative map if the approving authority makes any of the following findings:

**4.1 That the proposed map is not consistent with applicable General and Specific Plans.**

Rationale: The project is consistent with all applicable General Plan policies. The project proposes to create three (3) parcels by combining six (6) parcels resulting in two (2) parcels of 40 acres and one (1) parcel of 36.03 acres. The subject parcels are located just outside the Georgetown Rural Center and the General Plan Land Use designation is RR. Accordingly, the Tentative Parcel Map has been found to be consistent with the General Plan set forth in Finding 2.0.

**4.2 That the design or improvement of the proposed division is not consistent with applicable General and Specific Plans.**

Rationale: The design or improvement of the Tentative Parcel Map has been found to be consistent with all applicable General Plan policies as set forth in finding 2.0 and as described in Finding 4.1 above.

**4.3 The site is not physically suitable for the type of development.**

Rationale: The project is consistent with the allowed uses in the RL zone. As proposed and conditioned, the proposed parcels will meet the required development standards, including minimum lot size allowing an exception for Parcel 3, of the RL-40 zone district and therefore, the site is physically suitable for the type of development proposed.

**4.4 That the site is not physically suitable for the proposed density of development.**

Rationale: The project is consistent with the density requirements of the RL base zone.

**4.5 That the design of the division or the proposed improvements are likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat.**

Rationale: An Initial Study and Negative Declaration have been prepared for the project pursuant to CEQA guidelines. The Tentative Parcel Map will not result in substantial environmental damage and is consistent with the existing and planned development just outside the Georgetown Rural Center. Any potential impacts have been found to be less than significant and are not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife, or their habitat.

**4.6 That the design of the division or the type of improvements is likely to cause serious public health hazards.**

Rationale: The project has been reviewed by all applicable County departments and local agencies for compliance with health and safety regulations, including DOT, the GFPD, PG&E, the EMD, the Air Quality Management District (AQMD), and the Planning Division. As proposed and conditioned, all departments and agencies have determined the subdivision design and improvements will conform to all applicable health and safety regulations, and the project will not cause serious public health hazards.

**4.7 That the design of the division or the improvements are not suitable to allow for compliance of the requirements of Public Resources Code § 4291.**



Rationale: The proposed subdivision and associated improvements have been reviewed and approved by the GFPD as suitable to allow for compliance with Public Resources Code § 4291, applying to vegetative clearances and related fire protection measures to protect existing structures.

- 4.8 **That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. In this connection, the approving authority may approve a map if it finds that alternate easements for access or for use will be provided and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgement of a court of competent jurisdiction and no authority is granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.**

Rationale: Preliminary subdivision plans, and easement documentation has been reviewed by the County Surveyor's Office staff for potential conflicts with existing or proposed easements, and no conflicts have been found on the project parcel. To further ensure no potential easement conflicts will occur on the project site, the County Surveyor's Office staff will conduct a final easement review of the proposed parcels, as part of standard procedure, prior to recordation of the final map.

- 4.9 **The proposed parcel map is not consistent with the requirements of the Conditional Certificates of Compliance issued by the Board of Supervisors on December 17, 1991.**

Rationale: In a legal opinion from the Office of the County Counsel issued to the Board of Supervisors on September 26, 1991, it is stipulated that "The Board may issue Conditional Certificates of Compliance requiring the filing of a parcel or subdivision map subject to any and all conditions required to ensure compliance with the Subdivision Map Act, and requiring the proper zoning and conformity with the General Plan". The approval of the Tentative Parcel Map would fulfill the conditions of the Conditional Certificates of Compliance subsequently issued by the Board on December 17, 1991, requiring that a parcel map be filed. Clear Certificates of Compliance will be issued upon recordation of this parcel map.

## 5.0 **AIRPORT LAND USE PLAN FINDINGS**

- 5.1 **Land uses surrounding the airport are primarily rural in nature, with the community of Georgetown located approximately two miles to the southeast. The County intends to maintain the low densities around the airport to forestall encroachment that would jeopardize its continued operation.**

Rationale: The project is consistent with the density requirements of the RL base zone and the RR General Plan Land Use Designation. No structural development is being proposed with this project, and any future development will be reviewed for compliance with all relevant land use policies.

**5.2 The creation of any new residential parcels or portions thereof, including lot line adjustments of existing parcels to create new parcels or increase density, shall not be allowed within the 65 decibel (dB) or greater Community Noise Equivalent Level (CNEL) contour at the Georgetown Airport as this is not a noise compatible land use.**

Rationale: The proposed parcels are not within the 65 dB or greater CNEL contour as shown in the El Dorado County Airport Land Use Compatibility Plan. Therefore, the project is consistent with this policy.

**6.0 Fire Protection Subdivision Map Findings**

Before approving a tentative map, or a parcel map for which a tentative map was not required, for an area located in a state responsibility area or a very high fire hazard zone, a legislative body of a county shall make the following findings:

**6.1 A finding supported by substantial evidence in the record that the subdivision is consistent with:**

(A) Regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code, or;

(B) Local ordinances certified by the State Board of Forestry and Fire Protection as meeting or exceeding the state regulations.

Rationale: The proposed subdivision and associated improvements have been reviewed and approved by the GFPD as suitable to allow for compliance with Public Resources Code § 4291, applying to vegetative clearances and related fire protection measures to protect existing structures.

**6.2 A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:**

(A) A county, city, or special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.

(B) The department of Forestry and Fire Protection by contract entered into pursuant to Section 4133, 4142, or 4144 of the Public Resources Code.

Rationale: The project has been reviewed by all applicable County departments and local agencies for compliance with health and safety regulations, including the GFPD and Calfire. Structural fire protection and suppression services will be provided by the GFPD.

## **Conditions of Approval**

### **Planning Services**

1. This Tentative Parcel Map is based upon and limited to compliance with the project description, the following hearing exhibits, and Conditions of Approval set forth below:

Exhibit F.....Tentative Parcel Map

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:

Tentative Parcel Map P21-0008 consists of a request to reconfigure six (6) parcels ranging from 19.25 acres to 19.43 acres, for a total of 116.03 acres, resulting in the creation of three (3) new parcels of 40 acres (Parcel 1), 40 acres (Parcel 2), and 36.03 acres (Parcel 3). This Tentative Parcel Map is necessary to correct parcel subdivision irregularities identified by the County Surveyor's Office and to comply with Conditional Certificates of Compliance approved by the Board of Supervisors on December 17, 1991.

The development, use, and maintenance of the property, the size, shape, 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.

2. **Permit Time Limits:** This Tentative Parcel Map shall expire 36 months from the date of approval unless a timely extension has been filed consistent with Section 120.74.020 (Expiration Period of Approved or Conditionally Approved Maps) of the Subdivision Ordinance.
3. **Legal Indemnity/Hold Harmless Agreement:** In the event of any legal action instituted by a third party challenging the validity of any provision of this approval, the landowner agrees 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.

The landowner 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 Tentative Parcel Map.

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

### **County Surveyor's Office**

4. Upon project approval from the Planning Division, a Parcel Map Package shall be submitted to the County Surveyor's Office.
5. All survey monuments must be set prior to the filing of the Tentative Parcel Map, or the developer shall have surety of work to be done by bond or cash deposit. Verification of set survey monuments and the amount of the bond or deposit to be coordinated with the County Surveyor's Office prior to the filing of the Tentative Parcel Map.
6. The roads serving the development shall be named by filing a completed Road Name Petition with the County Surveyor's Office. Proof of any signage required by the County Surveyor's Office must be provided prior to filing the Tentative Parcel Map.
7. Situs addressing for the project shall be coordinated with the County Surveyor's Office prior to filing the Tentative Parcel Map.
8. Prior to filing the Tentative Parcel Map, a letter will be required from all agencies that have placed conditions on the map. The letter will state that **"all conditions placed on P21-0008 by (that agency) have been satisfied."** The letter is to be sent to the County Surveyor's Office and copied to the Consultant and the Applicant.
9. All boundary monuments disturbed during project construction shall be reset by a Professional Land Surveyor or Qualified Engineer as defined by Section 8771 of the California Business and Professions Code (Land Surveyors Act).

### **Department of Transportation (DOT)**

#### Project -Specific DOT Conditions

10. **On-site Road Improvements:** Construct the on-site access roadway consistent with County Standard Plan 101C, modified to a minimum width of 20 feet if required by the Fire District.
11. **Off-Site Road Improvements:** Construct the off-site access road to the satisfaction of the local Fire Marshall.

12. **Offer of Dedication:** Irrevocably offer to dedicate road and public utility easements for on-site access roadways with the final map. Also offer any appurtenant slope, drainage, pedestrian, public utility, or other public service easements as determined necessary by the County. The offer(s) will be rejected by the County.
13. **Encroachment Permit(s):** Obtain an encroachment permit from DOT and construct the roadway encroachment from the off-site access road onto Spanish Dry Diggins Road to the provisions of County Standard Plan 103C.
14. **Off-Site Improvements (Acquisition):** As specified elsewhere in these Conditions of Approval, the project is required to perform off-site improvements. If the developer does not secure or cannot secure sufficient title or interest for lands where said off-site improvements are required, and prior to filing of any final or parcel map, enter into an agreement with the County pursuant to Government Code Section 66462.5. The agreement will allow the County to acquire the title or interests necessary to complete the required off-site improvements. The Form, Terms and Conditions of the agreement are subject to review and approval by the Office of the County Counsel.

The agreement requires the Developer: pay all costs incurred by County associated with the acquisition of the title or interest; provide a cash deposit, letter of credit, or other securities acceptable to the County in an amount sufficient to pay such costs, including legal costs; if the costs of construction of the off-site improvements are not already contained in a Subdivision Improvement Agreement or Road Improvement Agreement, provide securities sufficient to complete the required improvements, including but not limited to, direct construction costs, construction management and surveying costs, inspection costs incurred by County, and a 20 percent contingency; provide a legal description and exhibit map for each title or interest necessary, prepared by a licensed Civil Engineer or Land Surveyor; provide an appraisal for each title or interest to be acquired, prepared by a certified appraiser; approved improvement plans, specifications and contract documents of the off-site improvements, prepared by a Civil Engineer.

DOT Standard Conditions

15. **Proof of Off-Site Road Entitlements:** Demonstrate to the County that this project has entitlements for use of the off-site roads and public utility easements for access to the project.
16. **Maintenance Entity:** Prior to filing a final map, form and entity or join an existing entity for the maintenance of private roads and drainage facilities. When joining an existing entity, amend and modify (as necessary) the existing entity to equitably incorporate maintenance of the project improvements.
17. **Consistency with County Codes and Standards:** Obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and

Improvement Standards Manual (as may be modified by these Conditions of Approval or by approved Design Waivers) from DOT and pay all applicable fees prior to filing of the final map.

Ensure the project improvement plans and grading plans conform to the County Grading, Erosion and Sediment Control Ordinance, Grading Design Manual, the Drainage Manual, Stormwater Ordinance (Ordinance No. 5022), Off-Street Parking and Loading Ordinance, all applicable State of California Water Quality Orders, the State of California Handicapped Accessibility Standards, and the California Manual on Uniform Traffic Control Devices (MUTCD)

18. **Water Quality Stamp:** Comply with the West Slope Development and Redevelopment Standards and Post Construction Stormwater Plan.
19. **Regulatory Permits and Documents:** Incorporate all regulatory permits and agreements between the project and any State or Federal Agency in the Project Grading and Improvement Plans prior to the start of construction or improvements.

Grading or Improvement plans for any phase may be approved prior to obtaining regulatory permits or agreements for that phase, but grading/construction of improvements may not proceed until the appropriate permits or agreements are obtained and the grading/improvement plans reflect any necessary changes or modifications to reflect such permits or agreements.

Project Conditions of Approval shall be incorporated into the project Improvement Plans when submitted for review.

20. **Electronic Documentation:** Upon completion of the required improvements, provide As-Built Plans to the County Engineer in Tag Image File Format (TIFF), and provide final Drainage and Geotechnical reports, and structural wall calculations to the County Engineer in Portable Document Format (PDF).