

FROM THE PLANNING COMMISSION MINUTES OF JUNE 11, 2015

AGENDA ITEMS

2. 15-0660 Hearing to consider the East Ridge Village project [Tentative Map TM14-1521]** for a Large-Lot Tentative Subdivision Map (Phase 0) creating 66 large lots for financing and phasing purposes, a Small-Lot Tentative Subdivision Map creating 759 lots, and Design Waivers from the Design and Improvement Standards Manual (DISM) standards on property identified by Assessor's Parcel Numbers 118-130-28, 118-130-31, 118-130-35, and 118-130-40, consisting of 734 acres, in the El Dorado Hills area, submitted by East Ridge Holdings, LLC; and staff recommending the Planning Commission take the following actions:

- 1) Certify the project to be Statutorily Exempt pursuant to Section 15182 of the CEQA Guidelines;
- 2) Approve Tentative Subdivision Map TM14-1521 based on the Findings and subject to the Conditions of Approval as presented; and
- 3) Approve the following Design Waivers from the Design and Improvement Standards Manual (DISM) standards as the Findings could be made:
 - (a) Modify Hillside Design Standard minimum shoulder width from 3 foot (on downhill side only) to 1 foot beyond sidewalk where sidewalks are present or 2 feet beyond exposed pavement or curb/AC dike surfaces when sidewalks are not present;
 - (b) Modify Standard Plan 103A-1 to allow driveway to be within 25 feet from a radius return, reduce minimum driveway width from 16 to 10 feet for single car garages only, and omit 4-foot taper to back of curb;
 - (c) Exceed 3 to 1 lot depth-width ratio for residential lots including Lots 36-43 and 688-691;
 - (d) Reduce required roadway width for dead end roads from 36 feet wide to a minimum pavement width of 24 feet;
 - (e) Allow for reverse horizontal curves without a 100-foot tangent, except on Valley View Parkway;
 - (f) Allow for Valley View Parkway to exceed 10% gradient and be designed at 12% maximum gradient; and
 - (g) Allow use of reduced vertical curve standards for vertical curve design, consistent with American Association of State Highway and Transportation Officials' "A Policy on Geometric Design of Highways and Streets" (AASHTO) when AASHTO allows for less restrictive design standards.

(Supervisory District 2)

Mel Pabalinas presented the item to the Commission with a recommendation of approval. He also conducted a PowerPoint presentation. Mr. Pabalinas distributed a proposed new exhibit to the Commission on behalf of the applicant. He explained that the exhibit was a result of discussions between the applicant and an adjacent neighbor and showed the agreed upon modified setbacks for Lots 675 and 682. Staff was recommending that Condition 1 be amended to add the new proposed exhibit.

Roger Trout provided an overview of the Tentative Map process.

Mike McDougall, applicant's agent, made the following comments:

- Thanked staff on a well-written Staff Report;
- The design of this project was started two years before the application was even submitted as this was a complex property when trying to comply with the Specific Plan;
- Their goal was to have minimized impacts to oak trees and grading;
- The reason for the 7 Design Waivers was because they were being very conservative and wanted to have full disclosure and transparency with this project;
- Spoke on the various Design Waivers;
- There was public outreach in the form of various meeting notices and a mailing to the neighbors, in addition to meetings with the CSDs; and
- Spoke on the proposed new exhibit.

Significant discussion ensued on Open Space and safety concerns for needed road striping in areas approved for design waivers.

Larry Ito, applicant's agent, addressed Chair Stewart's inquiry on the terminology used in the arborist's report regarding the oak trees.

Chair Stewart closed public comment.

Chair Stewart stated that although he was very concerned on water, this project long ago reserved their water needs and therefore did not have an issue in moving it forward.

Commissioner Pratt liked the transitional Open Space concept.

Commissioners Heflin and Stewart felt this was a great job of planning by the applicant and staff.

Mr. Pabalinas read into the record proposed language for Condition 1 to address the new exhibit.

Mr. McDougall understood the concern regarding the need for road striping in certain areas in order to address public safety and read into the record proposed language to be added to Condition 21.

There was no further discussion.

Motion: Commissioner Pratt moved, seconded by Commissioner Heflin, and carried (5-0), to take the following actions: 1) Certify the project to be Statutorily Exempt pursuant to Section 15182 of the CEQA Guidelines; 2) Approve Tentative Subdivision Map TM14-1521 based on the Findings and subject to the Conditions of Approval as modified: (a) Amend Condition 1 to add new language identifying the new exhibit; and (b) Amend Condition 21 to add new language to address areas approved for design waivers; and 3) Approve the following Design Waivers from the Design and Improvement Standards Manual (DISM) standards as the Findings could be made: (a) Modify Hillside Design Standard minimum

shoulder width from 3 foot (on downhill side only) to 1 foot beyond sidewalk where sidewalks are present or 2 feet beyond exposed pavement or curb/AC dike surfaces when sidewalks are not present; (b) Modify Standard Plan 103A-1 to allow driveway to be within 25 feet from a radius return, reduce minimum driveway width from 16 to 10 feet for single car garages only, and omit 4-foot taper to back of curb; (c) Exceed 3 to 1 lot depth-width ratio for residential lots including Lots 36-43 and 688-691; (d) Reduce required roadway width for dead end roads from 36 feet wide to a minimum pavement width of 24 feet; (e) Allow for reverse horizontal curves without a 100-foot tangent, except on Valley View Parkway; (f) Allow for Valley View Parkway to exceed 10% gradient and be designed at 12% maximum gradient; and (g) Allow use of reduced vertical curve standards for vertical curve design, consistent with American Association of State Highway and Transportation Officials' "A Policy on Geometric Design of Highways and Streets" (AASHTO) when AASHTO allows for less restrictive design standards.

AYES: Miller, Heflin, Pratt, Shinault, Stewart
NOES: None

This action can be appealed to the Board of Supervisors within 10 working days.