

**CHAPTER 2 – SUBDIVISION PROCESSES AND STANDARDS**  
**(draft rev. 10/01/10; Source Doc Draft 1-6-11)**

**Sections:**

- 2.1 Purpose
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- 2.4 Development and Subdivision Standards

"Shall" (or similar) Statement	Implementing State/Federal Law, General Plan Policy, or County Ordinance
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**2.1 Purpose**

This Chapter provides an overview of the subdivision process and design standards for all proposed subdivisions, including Parcel Maps, and other discretionary development permits (e.g., Planned Developments, Conditional Use Permits, Design Reviews). The County may adopt plans that include unique design standards for an identified planning area that would supersede some or all of the standards in the Land Development Manual (LDM). These plans may include Specific Plans, Community Plans, Form Based Codes, or other similar programs. Where such plans do not specifically identify different standards than that contained in the LDM, then the LDM standards would apply.

For applications and process information for specific projects and permits, contact Development Services Department (DSD). (See Chapter 7, Section 7.1 of this manual for contact and website information.)

**2.2 Subdivision Process Overview**

**2.2.1 Tentative Map Required**

All subdivisions creating two or more lots **require** **County Ordinance Chapter 16 and Subdivision Map Act** approval by the County pursuant to Title 16 Subdivisions and Subdivision Map Act (SMA). The procedure for subdivisions can be generally described as a four step process.

## 2.2.2 Process Summary

### 2.2.2.1 Preliminary Map or Pre-Application Submittal

The Tentative Map process may begin with a Preliminary Map or Pre-Application submittal. This process is useful in order to design the subdivision in compliance with:

- A. The *General Plan*,
- B. Any applicable Specific Plan,
- C. Zoning,
- D. Other agency requirements, and
- E. All applicable Design Manuals, including this one.

The Pre-Application may also identify any potential problems for a proposed subdivision, and allows the developer to evaluate project alternatives early in the process.

Some subdivision proposals should start with a Preliminary Map application for a more comprehensive evaluation rather than a Pre-Application process. For example, larger subdivisions of 50 lots or more may require Planned Development application, park land dedication, or need special consideration due to project size or location.

Applicants with discretionary projects are encouraged to submit a Pre-Application or Preliminary Map to resolve any development-related issues, streamline the permit process, and reduce application processing costs.

### 2.2.2.2 Application Submittal

An applicant is **required** to prepare and assemble the application submittal package based on the submittal checklist in each application. Once the submittal package is assembled, the applicant makes an appointment with DSD Planning Services to submit the application. At the submittal appointment:

- A. The applicant and a staff planner will compare the submittal checklist with the submittal materials. The application will not be accepted unless all application checklist requirements are submitted, unless determined to be “not applicable” by staff.
- B. The applicant is **required** to pay the application fees based on the fee schedule adopted by the Board of Supervisors (Board). An application fee “quote” may be requested prior to the submittal appointment in order to prepare pre-cut checks.

### 2.2.2.3 Review for Completion/TAC Meeting

The application will be assigned to a staff planner.

- A. The planner will review the application thoroughly for completeness within 30 days of submittal.
- B. The application will be distributed to affected agencies for comments, recommendations, and conditions.
- C. A Technical Advisory Committee (TAC) meeting may be scheduled. The TAC is an informal meeting with the applicant and his/her representatives to discuss agency and Department comments and any project issues.

#### 2.2.2.4 *Staff Report/CEQA Documentation*

After completion of the TAC meeting and resolution of any issues related to the project, the planner will prepare a staff report and the appropriate CEQA documentation. A public hearing will be scheduled. The applicant and property owner (if different than the applicant) will receive a copy of staff's recommendation and conditions prior to the public hearing.

#### 2.2.2.5 *Public Hearing*

A public hearing is held and staff will present the project recommendations to the approving authority.

- A. The applicant or agent should attend in order to respond to any questions or clarify any of staff recommendations.
- B. The public is allowed to ask questions and comment on the proposal.
- C. The approving authority will consider all information received and make a decision on the project and any project conditions.
- D. Decisions by the Zoning Administrator and Planning Commission (Commission) may be appealed to the Board.

#### 2.2.2.6 *Tentative Map Approval*

Once a Tentative Map is approved, the applicant or property owner has three years to file a Final Map or Parcel Map. Time extensions may be requested to allow additional time (see the Time Extension Application and Chapter 16.74 of Title 16 Subdivisions.).

- A. The developer **shall** submit plans for review and approval that are consistent with the Tentative Map and conditions. Once approved, subdivision construction can commence. **Standard practice**
- B. Improvement plans **shall** comply with all conditions of the Tentative Map and adopted standards unless a design waiver has been approved with a Tentative Map. If the improvement plans identify that standards cannot be met, the applicant **shall** return to DSD to request a design waiver, revised map, or design exception. Design exceptions are subject to review and approval by Department of Transportation (DOT). **Standard practice**  
**Standard practice and Title 16**

#### 2.2.2.7 *Final Map and Parcel Map*

- A. Final (Subdivision) Map process:
  1. An applicant submits a formal application to DSD Planning Services for a Final Map. The applicant will be **required** to submit documentation demonstrating that all the conditions have been satisfied. **Standard practice and Title 16/SMA**
  2. The process concludes with a public hearing before the Board to verify that all conditions **required** for the Tentative (Subdivision) Map have been completed. **County Ordinance Chapter 16.28.050**

- B. Parcel Map process:
1. An applicant submits a formal application for a Parcel Map to the County Surveyor's Office.
  2. The County Surveyor will verify that all **County Ordinance Chapter 16.52.080** conditions **required** for the Tentative (Parcel) Map have been completed.
- C. Final Map and Parcel Maps, after review and approval, are recorded with the County Recorder's Office

See Chapter 6 of this manual for more information on the County Surveyor's map requirements.

### 2.3 Submittal Requirements for Tentative Maps

Submittal requirements for Tentative Maps are listed on the DSD application form.

Application submittal requirements change from time to time and it is recommended the applicant consult the DSD website before applying. Preliminary Maps and Pre-Application submittals may be used to clarify submittal requirements.

### 2.4 Development and Subdivision Standards

#### 2.4.1 General Subdivision Information and Criteria

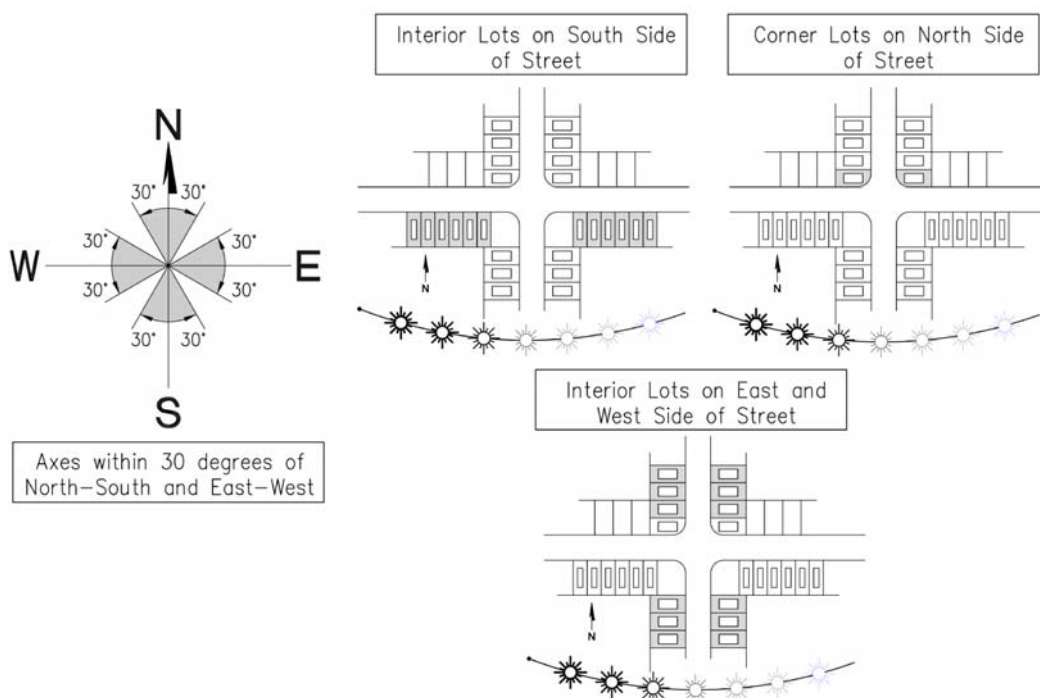
- A. **Lot.** A lot is the basic development unit - an area with fixed boundaries, used or intended to be used for specific purposes (e.g., open space, recreation, public facilities, one or more buildings and accessory building(s)). See Title 17 Zoning Ordinance for detailed information on specific lot zoning and development standards, including setbacks and frontage requirements. The following list describes the variety of lot types:
1. **Corner Lot.** A lot located at the intersection of two or more streets having an angle of intersection of not more than 135 degrees. A corner lot **shall** be wide enough to accommodate all front yard setback requirements (see Title 17 Zoning Ordinance). **ED County Ordinance, Title 17 – Zoning**
  2. **Deep Lot.** A lot whose depth is excessive in relation to its frontage (sometimes called a "string bean" lot).
  3. **Interior Lot.** A lot bounded by a street on only one side.
  4. **Reversed Corner Lot.** A corner lot, whose rear abuts the side of another lot.

5. **Flag Shaped Lot.** A lot which has a narrow strip of land abutting the street (the “flagpole”), providing access and expanding into a larger area (the “flag”), or a narrow strip of land providing access to a natural feature (e.g., a lake, river, etc.). A lot **shall** not be considered a flag lot if the **DISM** frontage meets the minimum lot width as established in Title 17 Zoning Ordinance.

**B. Lot Design.**

1. **Solar Access Standards** (references: Subdivision Map Act Section 66473.1, *General Plan Policy 5.6.2.2* and Implementation Measure HO-HH). One or more of the following standards may be included in the portions of detached, single family residential subdivisions that create lots that are 20,000 square feet or less in order to benefit from natural solar heating and cooling:
  - a. Design lots such that, on streets that are within 30 degrees of a true east-west axis, the narrowest lots are interior lots on the south side of the street, or corner lots on the north side of the street. On streets that are within 30 degrees of a true north-south axis, the widest lots should be interior lots on the east or west side of the street (see “Solar Design” figure below).

**SOLAR DESIGN**



- b. Establish or dedicate easements for the purpose of assuring that each lot **shall** have the right to receive sunlight across adjacent lots for any solar energy system as defined in Section 801.5 of the California Civil Code. **California Civil Code Section 801.5**
- c. Design streets, lots and building setbacks so that all habitable buildings in the subdivision are oriented with their long axis running from east to west with a possible variation of 30 degrees to the southwest and 30 degrees to the southeast.
- d. Establish CC&Rs that ensure structures (e.g., buildings, walls, fences, satellite dishes, etc.) are not constructed, or new vegetation placed or allowed to grow, so as to obstruct solar access on an adjoining lot.
- e. Establish CC&Rs that do not prohibit or unnecessarily restrict solar energy facilities that primarily serve on-site use.
- f. Other options may be considered as proposed by the developer to ensure adequate solar access, subject to County approval.
2. **Area Requirement for Lots.** Lots having an average natural slope of 10 percent or greater **shall** have the minimum area and frontage indicated in “Hillside Design”, in Section 2.4.1.G of this Chapter, or shall comply with zoning requirements for area and frontage, whichever is more restrictive. **1992 Hillside Standards**
- 1-2. **None**  
Subject to BOS Resolution. This standard is a carryover from the existing DISM set forth by BOS Resolution 128-90.
3. **ED County Ordinance, Title 17**
4. **None**  
Subject to BOS Resolution. This standard is a carryover from the existing DISM set forth by BOS Resolution 128-90.

3. **Frontage (Lot Widths).** Shall be DISM determined at the right-of-way line. All lots shall have frontage on a County-maintained street or a street meeting County standards. The minimum lot width shall be as is required within the County Ordinance Chapter 17 appropriate zoning category for the project. The frontage of a lot in the turnaround area of a cul-de-sac or along a radius curve may be measured along the curve, at the required building setback. Lot width shall DISM not include road easements, existing or proposed.

**Exception (see Section 2.4.2.1 of this Chapter)**

For residential subdivisions of four or fewer lots, proposed lots may have no frontage on roads that meet County design standards, as long as all of the lots being created have driveways installed with the subdivision that:

- a. Meet the requirements of Sections 1271.00 and 1273.10 of the California Code of Regulations, Title 14,
- b. Are at least 12 feet wide and not longer than 1,000 feet (as measured from the center-line of the road to the property line), and
- c. Include a public utilities easement.

This exception only applies to lots that cannot be further subdivided under the zoning in place at the time the subdivision of four or fewer lots is approved.

4. **Driveway Design Standards.** Construction of driveways is required DISM where the street excavation or embankment exceeds a depth or height of six feet from the finished grade at the property line.

**Exception**

As an alternative, the applicant may be required to demonstrate that the driveway requirements can be met concurrently with the approval of improvement plans for the subdivision construction, prior to recordation of the Final Map.

5. **Flag shaped lots are prohibited on mass pad graded lots and otherwise discouraged except as provided for by the provisions of “Hillside Design Standards” described later in this Chapter.** ??? New section added to LDM to clarify Hillside standards for flag lots in the current DISM.

6. **Double Frontage Lots.** Where a residential lot is adjacent to a County-maintained road that is not used for direct access to the lot, the lot **shall** be designed **DISM** with one or more of the following design standards to minimize impacts on the use of the property:
- a. Deeper lots to allow for deeper building setback requirements,
  - b. Sound walls, landscaping, or other methods along the roadway to provide a noise and aesthetic buffer,
  - c. Easements to set aside land for buffers, or
  - d. Creation of public entities, (e.g., Community Service Districts (CSDs), Lighting & Landscaping Districts, or Zone of Benefits), to maintain easements, landscaping, etc. established to separate the street from the residential lot.

**Exception**

For County-maintained roads with a low volume of traffic (as determined by DOT) these provisions may be waived.

7. **Vehicular Access.** For subdivisions of five or more lots, no lots **shall** be designed with direct vehicular access onto roads that are (or planned to be within the next 20 year timeframe) greater than 2,500 ADT. **??? This is a modification of DISM standard Volume II, Section 3.A.5 that restricted lot frontage on streets “when the design traffic volume exceeds 400 vehicles per hour.”**

**Exceptions**

- a. The subdivision’s lots are of such size that turn-around areas can be included, so that vehicles can turn around to exit the lot facing forward, rather than in reverse, and
- b. Where unique existing physical constraints or lot design warrants an exception and/or conditions of approval are included to minimize issues such as safety, noise, air quality, traffic, emergency access, etc.



8. **Lot Length to Width Ratio.** Lots shall DISM not exceed the following length to width ratios:
- 3 to 1 for lots less than 10 acres in size,
  - 4 to 1 for lots equal to or greater than 10 acres, but less than or equal to 40 acres in size, and
  - 5 to 1 for lots greater than 40 acres in size.
9. **Special Districts.** No lot shall be divided DISM May also be case law and/or Govt. Code. by special assessment district, fire protection district, school district, city, or County boundary lines.
10. **Lot Lines.** Lot lines should be drawn so the lines are easy to identify. Lot lines that are irregularly shaped are discouraged due to difficulty in determining setbacks and for purposes of drainage, erosion control, fencing, and landscaping.
11. **Lot Design Standards for Reduction of Snow Hazards.** The following snow storage standards shall apply in projects ???County Policy options. located at or above 3,000 feet elevation (above mean sea level):
- Provide snow storage areas of a size adequate to store snow removed from parking, driveway, and pedestrian access areas, or have arrangements by means of recorded easements or equivalent arrangements to remove and store accumulated snow offsite.
  - Snow storage areas shall be designed such that they do not block any lines of sight.
  - Snow storage is not permitted in parking lots, sidewalks, driveways, emergency access areas, and other shared use areas, unless designated as snow storage areas.
  - Storage shall be a minimum of 25 feet away from wetlands, streams, creeks, rivers, lakes, ponds and any other water bodies. Adequate stormwater/sediment catchment basins, coarse gravel berms, or sediment traps/barriers/filters to reduce impacts from potential run off shall be shown on the Tentative Map.
  - Snow storage shall not be located in predominantly shady areas.
  - Areas designated for snow storage shall use suitable plant materials including vigorous ground covers, perennials, willows, and planters with

low edges to facilitate plow access. Snow storage areas may be combined with landscaping if the landscaping is designed to be compatible with large amounts of snow.

**C. Grading and Erosion Control Requirements.**

All grading, including mass pad grading for subdivisions and contour grading, **shall** adhere to:

1. The requirements of Chapter 15.14 El Dorado County Grading, Sediment, and Erosion Control Ordinance, **SMA County Ordinance Chapter 15.14 and**
2. Chapter 5 of this manual, and **BOS Authority**
3. The current version of the erosion control requirements and specifications created by a multi-agency team including the local Resource Conservation Districts (RCDs), Environmental Management Department (EMD), DSD, and DOT. **Standard practice**

A grading permit may be **required**. If a grading permit is not required, all other requirements as established by the Design Manuals **shall** be **DISM** adhered to.

Note: If more than one acre of land will be disturbed, a “Notice of Intent” **must** be filed with California’s Regional Water Quality Control Board. (See Chapter 7, Section 7.1 of this manual for contact and website information.) **NPDES General Permit**

For further information on erosion control, see also the resources available from the local RCDs. (See Chapter 7, Section 7.1 of this manual for contact and website information.)

- D. Lands Subject to Flood Hazards.** All subdivisions **must** comply with the Flood Damage Prevention Ordinance (Chapter 17.25 of the El Dorado County Code) and the *General Plan* (Goal 6.4). **County Ordinance Chapter 17.25 and General Plan Goal 6.4**

**E. Curbs, Gutters and Sidewalks.** Curbs, gutters, and sidewalks are **required** as shown on the applicable Standard Plans and Section 2.4.2.3 of this Chapter. **General Plan Policy TC-5a, TC-5b, and TC-5c.**

**F. Model Homes in Subdivisions.** Pursuant to the California Subdivision Map Act, model homes may be built before subdivision improvements are completed. A maximum of eight model homes per 50 subdivision lots is allowed, subject to the following improvements being completed prior to any model homes being built:

1. A Temporary Use Permit from DSD Planning Services is **required**. **Standard practice Zoning Code Section 17.23.020(A)1.**
2. All utilities **must** be installed to the model homes unless otherwise permitted under a Temporary Use Permit, **Standard practice**
3. All required fire hydrants **must** be installed and in working order subject to the local fire protection district’s approval, **Standard practice. See also Fire Code.**
4. All but the last layer of asphalt serving the model homes **must** be built and approved by DOT, **Standard practice**
5. Adequate parking (on-street or off-street) **shall** be provided for the model homes, and **Zoning Code requires parking (17.18)**
6. Model homes may include office space for sales employees, subject to approval under the Temporary Use Permit and subsequent Building Permit. The office space **shall** be converted to living space or garage space prior to sale of the model home for single family dwelling purposes. **Standard practice**

**G. Hillside Design.**

1. The following *General Plan* Policies address development on hillsides, ridgelines and 30 percent slopes:
  - a. Objective 2.3.2,
  - b. Policy 2.3.2.1,
  - c. Objective 7.1.2,
  - d. Policy 7.1.2.1, and
  - e. Policy 7.1.2.2.
2. Hillside Design Standards

The hillside design standards described below are to be used under any circumstance where the **natural** site cross-slope is 10 percent or greater (e.g., these standards do not apply to mass pad graded lots). The County will consider alternative designs that include an erosion and sediment control plan developed and certified by a Civil Engineer, and approved by the County Engineer<sup>1</sup>. Cross-slope **shall** be calculated by either dividing the vertical distance by the horizontal distance on a section drawn perpendicular to the contours for the full dimension of the proposed lot at 50 foot intervals with a minimum of two such sections per lot; or by making the same calculation between the highest and lowest point within the lot, whichever results in the highest average cross-slope. The cross-slope is then the average of the sections taken for each lot. Cross-slopes ending in one-half percent or more **shall** be rounded to the next highest whole number. Each lot **shall** meet the minimum lot size standard based upon that lot's particular slope.

**1992 Hillside Design Standards**

**1992 Hillside Design Standards**  
**1992 Hillside Design Standards**

<sup>1</sup> DOT Director or his/her designee.

a. Lot Frontage.

All residential lots **shall** have a **1992 Hillside Design Standards** minimum frontage depending on the average slope (natural) of the lot as noted below, or comply with zoning requirements, whichever is more restrictive:

Slope	Minimum Lot Frontage
10-15%	75 feet
16-20%	90 feet
21-25%	105 feet
26-30%	120 feet
31-35%*	135 feet
36-40% *	150 feet

\* Lots with slopes over 30 percent are permitted. However, building sites may be limited to areas less than 30 percent slope.

b. Flag Shaped Lots in Hillside Development.

Flag shaped lots **shall** be permitted **1992 Hillside Design Standards** when evidence has been provided which clearly indicates that such lots will result in substantially less grading or less impact on the environment. All flag shaped lots **shall** conform to the following standards:

- i. The lot’s “flagpole” **shall** have a minimum width, at any point, of 25 feet.

**Exception**  
See Section 2.4.1.G.2.b.iii of this Chapter.

- ii. All cut or fill slope areas created by the driveway **shall** be contained within the flagpole or slope easements.
- iii. Two adjacent flag shaped lots may use a common driveway provided the “flagpoles” are adjacent and meet the following:
  - o The lots’ flagpoles **shall** have minimum widths at any point of 12 and ½ feet, and
  - o An access and utility easement **shall** be provided to the use and benefit of both lots served.

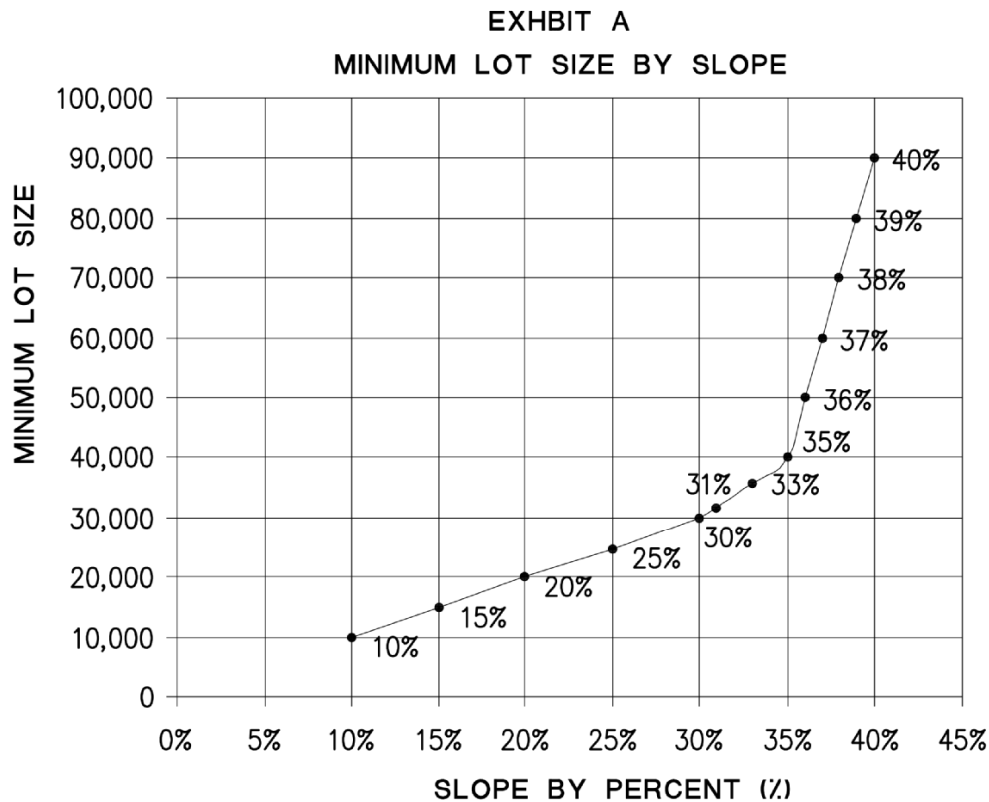
Lots that qualify for the exception regarding requirements for street frontage pursuant to Section 2.4.1.B.4 of this Chapter are not considered Flag Shaped Lots.

c. Residential Lot Size Standards.

The minimum required lot area **shall** be computed in accordance with the applicable provisions of the “Minimum Lot Size By Slope” graph (Exhibit A). Lot slope **shall** be calculated as the average cross-slope of the lot as noted above in this section.

**1992 Hillside Design Standards**

**1992 Hillside Design Standards**



\* if slopes are less than 10% only zone district standards shall apply.

\* Any portion of a lot with slopes exceeding 40% shall not be considered as part of the required minimum lot area.

SLOPE BY PERCENT (%)	10	15	20	25	30	31	33	35	36	37	38	39	40
MINIMUM LOT SIZE (SQ FT)	10,000	15,000	20,000	25,000	30,000	32,000	36,000	40,000	50,000	60,000	70,000	80,000	90,000

**2.4.2 Streets, Street Lighting, Sidewalks, Bike Lanes**

The *General Plan* provides general and specific transportation and circulation guidance that **must** be reflected in the design of new developments (see Policies TC-1a, TC-1b and Table TC-1). This manual, along with the other Design Manuals, provides further definition and clarification to support the *General Plan’s* guidance.

**General Plan Policies TC-1a, TC-1b, and Table TC-1**

New streets and improvements to existing streets **shall** comply with the applicable Standard Plans. Exceptions from the Standard Plans **require** County Engineer approval prior to final approval of a Tentative Map by the approving authority.

**County Ordinance Chapters 16.16.010 and 16.16.020**

**2.4.2.1 Streets**

A. Street designs **must** conform to all County Ordinances and *General Plan* Policies, California’s Fire Safe Regulations and *Fire Code*, as well as standards set forth in all Design Manual(s), including this manual, and the Standard Plans, unless other standards have been adopted by the County (such as in a Specific Plan or Form Based Code). The following are applicable *General Plan* Policies:

**General Plan, County Ordinance Chapter xx.xx.xxx, and the Fire Code**

1. Policy TC-1p,
2. Policy TC-1w,
3. Policy TC-Xa,
4. Policy TC-Xf,
5. Policy 2.2.5.16, and
6. Policy 6.2.3.2.

B. Street Standards for Subdivisions.

1. Proof of legal access (e.g., copies of deeded easements and a letter from a Title Company that states that all deeds are valid) is **required** for all streets abutting the proposed development, whether the streets are County-maintained or non-County-maintained.

**Note: This is added as new County Policy to identify lands that may need condemnation as well as information on legal access to a proposed map.**

2. Access to streets that meet the County’s design and level of service standards **shall** also be provided. Standard access requirements may be modified pursuant to the exceptions listed in the “Frontage” provision (Section 2.4.1.B.3 of this Chapter) or the “Flag Shaped Lots”

**???**  
**County Ordinance Chapters 16.16.010 and 16.16.020 and General Plan Policies TC-Xa, TC-Xc, Table TC-2 and TableTC-3**

provision (Section 2.4.1.B.5 of this Chapter). This may **require** the improvement of non-County-maintained and/or County-maintained roads that provide access to the development. Access improvement requirements may be both “on-site” (physically on the proposed development site), and “off-site” (physically on surrounding lots not part of the proposed development).

3. Streets and lots may be **required** to be laid out so as to permit future re-subdivision if they are in a subdivision where a lot is twice the size or greater than the minimum size **required** in the zoning district. **???General Plan Policy TC-1t And 2.2.5.16**
4. When a subdivision abuts or contains an existing or proposed new street, limited access highway, or railroad, the following may be **required** to protect residential properties and separate through and local traffic: **???General Plan Policy TC-1p**
  - a. Providing a new separate access road(s) to the lots in the subdivision, and/or
  - b. Creating lots that front on the streets in the subdivisions (not onto existing streets). See the Standard Plans for access restrictions.
5. The County may **require** that a non-vehicular access restriction/easement be recorded on the Final Map or Parcel Map to prohibit future access to a road not intended to provide access to lots. **Standard practice**
6. Applicants may be **required** to dedicate right-of-way to the County for future road improvements and/or expansions to maintain public safety and/or to accommodate projected increased traffic volumes due to the new subdivision. **General Plan Policies TC-Xf and TC-Xg**
7. Phased Developments (see Section 4.3.1.9 of this manual).



8. Dead-End Road Width and Turnaround Standards (*Reference: 2007 California Fire Code, Appendix D, Table D103.4*): A turn-around is **required** for dead-end **??? Fire Code** roads, as depicted in the Standard Plans:

Length (Feet)	Width (Feet)	Turnarounds Required
0 – 150	20 (minimum); the entire length of the road	None Required
151 – 500	20 (minimum); the entire length of the road	1) 96 foot diameter cul-de-sac in accordance with County standard plans; 2) 120 foot Hammerhead, 60 foot “Y”
501 – 750	20 (minimum); the entire length of the road	1) 96 foot diameter cul-de-sac in accordance with County standard plans; 2) 120 foot Hammerhead, 60 foot “Y”
Over 750	See Fire Safe provisions in Subsection 9.c of this Chapter.	

9. For all residential subdivisions:  
 a. A second road into/out of the subdivision is **required** where there **??? Fire Code** are more than 12 lots on a dead-end road.

This implements the 25 dwelling unit maximum pursuant to the amendments to the 2007 California Fire Code, Appendix D, Section D107, passed by the El Dorado County fire protection districts, and ratified by the Board in February, 2008. This limit assumes one primary and one secondary dwelling unit per lot. Hardship mobile home allowances are not within this total and may be prohibited if there are too many dwelling units on the road (see Section 2.4.2.1.B.9.c of this Chapter).

**Exception**

Where a secondary fire apparatus access road cannot be installed because of topography, waterways, non-negotiable grades, or other similar conditions and where an alternative means of fire protection is provided.

- b. Where two roads are required, their connections to the County-maintained road system **shall** be at locations approved by DOT and the fire protection district having jurisdiction. **Fire Safe Regulations – Title 14???**
- c. Dead-end roads **shall** not be longer than the following lengths, (measured along the centerline of the street from the intersecting centerlines of the intersecting street to the center point of the cul-de-sac bulb or equivalent), or longer than the California Fire Safe standards allow, whichever is more restrictive (see Title 14 Natural Resources Division 1.5 – Department of Forestry, Chapter 7 – Fire Protection, Subchapter 2 SRA Fire Safe Regulations Articles 1 – 5): **Fire Safe Regulations – Title 14???**
- Lots zoned for less than one acre in size – 800 feet,
  - Lots zoned for 1 acre to 4.99 acres – 1320 feet,
  - Lots zoned for 5 acres to 19.99 acres – 2640 feet, and
  - Lots zoned for 20 acres and above – 5280 feet.
- d. An acceptable Fire Safe Plan **shall** be developed by a Fire Safe Plan preparer acceptable to the El Dorado County Fire Prevention Officers’ Association and CAL FIRE. **General Plan Policy 6.2.2.2**
- e. An entity **shall** be formed for the maintenance of any shared or common roads, parking facilities, landscaping, signs and drainage facilities. If there is an existing entity, the applicant **shall** modify the appropriate document(s) if the current document(s) does not sufficiently address maintenance of facilities of the proposed project. **??? County policy**  
**??? County policy**

- f. Subdivisions of four or fewer lots may qualify for the “Frontage Exception” provision of Section 2.4.B.3 of this Chapter that would allow a lot to be created that does not have frontage on a road and is served by a driveway.
10. For all non-residential and all multi-family projects:
- a. Two points of access are **required**, **??? Fire Code** unless an exception is given by the fire protection district having jurisdiction.
  - b. Applicants are encouraged to provide shared access between parking lots in order to limit the need for emergency vehicles to go back out onto the access road.
  - c. Where two points of access are required, they **shall** be placed a **??? Fire Code** distance apart subject to approval by DOT and the fire protection district having jurisdiction.
  - d. Additional driveway and road requirements may be **required** **???** when building height(s) exceeds 30 feet.

#### 2.4.2.2 Street Lighting

See Chapter 4, Section 4.3.3 of this manual and Title 17 Zoning Ordinance, Outdoor Lighting.

#### 2.4.2.3 Sidewalks, Pedestrian Paths, and Bike Lanes

##### A. General Policies.

Pedestrian and other non-vehicular circulation systems are an integral part of any development project. Where required, these systems **shall** be incorporated into the Tentative Map design and noted or described on the Tentative Map. The *General Plan* specifies several policies related to sidewalks, pedestrian paths, and bike lanes:

1. Policy TC-4e,
2. Policy TC-4h,
3. Policy TC-4i,
4. Policy TC-5a,
5. Policy TC-5b, and
6. Policy TC-5c.

**General Plan Policies TC-4e, TC-4h, TC-4i, TC-5a, TC-5b, and TC-5c**

- B. Sidewalks are **required** in accordance with the **County Ordinance Chapters 16.16.010 and 16.16.020** Standard Plans, except for:
1. Residential zoned subdivisions in which all lots are greater than 10,000 square feet,
  2. Industrial zoned Parcel Maps in which all lots are greater than one acre, and
  3. Specific Plans and Planned Developments where there is an adopted plan that addresses pedestrian and non-vehicular circulation within those specific plans. If sidewalks, curbs, and gutters are not specifically addressed in the Plan or PD, the requirements listed in the Standard Plans **shall** be met.
- C. Sidewalks and bike lanes are **required** within 500 feet of schools, parks, and other public or community facilities (see the El Dorado County Bicycle Transportation Plan for more information on the El Dorado County Transportation Commission's website). **???General Plan Policy TC-5c**
- D. In some instances, a pedestrian path (such as an asphalt paved path) may be an acceptable alternative to sidewalks, curbs, and gutters.
- E. Standards.
1. Sidewalk Location. In proposed subdivisions where sidewalks are required, sidewalks **shall** be installed pursuant to the Standard Plans, and may be required on at least one side of the street into and out of the subdivision. **??? General Plan Policy TC-5 series**
  2. Sidewalk Width. Sidewalk widths **shall** be as called out in the Standard Plans. Where sidewalks already exist, new sidewalks may be required to match the existing sidewalks to make for seamless transitions. **??? General Plan Policy TC-5 series**
  3. ADA. Sidewalks **shall** be in compliance with the Americans with Disabilities Act (ADA). **Americans with Disabilities Act**
  4. Curb and Gutter Requirements. Concrete curbs and gutters **shall** be used in all subdivisions where lots are less than 20,000 square feet. Grading **shall** provide for positive, controlled lot drainage to the street and/or storm drain system. **??? Existing DISM; GP Policy TC-5a**  
**Standard practice**

#### 2.4.2.4 Transit

For standards regarding public transit facilities, please see the Transit Design Manual by the El Dorado County Transit Authority. (See Chapter 7, Section 7.1 of this manual for contact and website information.)

#### 2.4.2.5 Frontage Improvements

Where a proposed project has frontage on a County-maintained road, frontage improvements are **required**, **Standard practice** consistent with the Average Daily Trips (ADT) and the applicable design standards, ordinances, laws and *General Plan* policies. Possible frontage improvements may include, but are not limited to: road widening, encroachments, shoulders, curbs, gutters, sidewalks, drainage ditches, vegetation clearance, signage, lighting, pedestrian or bicycle paths, and easements or right-of-way to accommodate the frontage improvements. The level of frontage improvements will be evaluated based on the type of development proposed, the amount of traffic on the frontage road, surrounding development, and other considerations identified through the discretionary process.

#### 2.4.2.6 Frontage Improvement Agreements

Under some circumstances, an “in-lieu” fee may be substituted for frontage improvements (e.g., sidewalks, road widening, etc.). See DSD Planning Services for more information. A Frontage Improvement Agreement providing for the in-lieu fee **shall** be reviewed and **Standard practice** approved by DSD, County Counsel, and the Board.

#### 2.4.3 Drainage Criteria

See the Drainage Manual for more detailed design standards related to drainage.

#### 2.4.4 Water Supply and Distribution System

If the water supply to new development will be either from groundwater or a community water system, see Chapter 3 of this manual for more information.

**2.4.4.1 General Plan Policies**

- A. The following *General Plan* Policies address water supply:
1. Policy PS 5.2.1.2,
  2. Policy PS 5.2.1.3,
  3. Policy PS 5.2.1.4, and
  4. Policy PS 5.2.1.5.
- B. Water supply and distribution systems **shall** be provided to all lots when lots or parcels are less than five acres and public sewer is not available. Exceptions to this standard may apply if consistent with the parcel size exception standards of the Title 17 Zoning Ordinance. **DISM GP Policy 5.2.1.3, 5.2.3.4, 5.3.1.1, 5.3.1.2**
- C. When water supply and distribution systems are provided, they **shall** be constructed to the public purveyor's requirements. The public purveyor **shall** have final approval of the design of all water distribution systems. **DISM Purveyor's Requirements**  
**DISM**

**2.4.4.2 Fire Protection**

See Section 2.4.5 of this Chapter for more information.

**2.4.4.3 Plans and Specifications**

Water supply plans and specifications **shall** be reviewed, approved, and signed by the fire protection district having jurisdiction and the water district responsible for providing service upon completion of the project. **DISM**

**2.4.4.4 Water Commitment**

Prior to approval of the Final Map by the Board, or prior to the filing of a Parcel Map, the required water improvements **shall** either be completed, or fully identified and described within an approved Subdivision Improvement Agreement. **GP Policy 5.2.1.3**  
**Subdivision Map Act Section 66462; County Ordinance Chapter 16.xx.xxx**

- A. The public purveyor **shall** submit a letter to DSD Planning Services stating that the water improvements have been completed to its satisfaction or that the improvements described in the subdivision agreement are acceptable to the public purveyor. The letter **shall** include a statement from the public purveyor that it is willing and able to provide service to each lot of the subdivision when the described improvements are completed. **County Ordinance Chapters Section 16.16.010 16.16.020**  
**County Ordinance Chapters Section 16.16.010 16.16.020**
- B. The applicant **shall** also provide to DSD Planning Services El Dorado Irrigation District's (EID's) "water meter award" letter, or an equivalent in areas served by other water purveyors, which states that each lot has secured a water meter. **General Plan Policy 5.2.1.9**  
**Board Resolution 118-92**

**2.4.5 Fire Protection and Other Emergency Services**

**2.4.5.1 General Policies**

Fire protection measures are **required**, including fuel management, to reduce wildfire hazards, fire hydrants, and storage, if necessary.

**Standard practice**  
**GP Policy 6.2.3.1**

A. All proposed development **shall** adhere to the current standards as set forth in:

**Title 14 Natural Resources,**  
**Division 1.5 – Department of**  
**Forestry, Chapter 7 – Fire**  
**Protection Articles 1-5**

1. California’s Title 14 Natural Resources, Division 1.5 – Department of Forestry, Chapter 7 – Fire Protection Articles 1-5,
2. 2007 California Fire Code and amendments as ratified by the Board on February 26, 2008, or
3. The standards described in the Design Manuals, whichever is more restrictive.

**2007 California Fire Code as**  
**ratified by the BOS.**

**???**

**Exceptions** to fire protection requirements can only be made by the entity prescribing the standard.

B. Pursuant to *General Plan* Goal 5.7, prior to approval of new development, adequate and comprehensive emergency services **shall** be provided, concurrent with development:

**Various General Plan Policies**  
**as referenced**

1. Policy 5.7.1.1,
2. Policy 5.7.2.1,
3. Policy 5.7.3.1,
4. Policy 5.7.4.1,
5. Policy 5.7.4.2,
6. Objective 6.2.1,
7. Figure HS-1,
8. Policy 6.2.2.1,
9. Policy 6.2.4.1,
10. Policy 6.2.2.2, and
11. Policy 6.2.3.4.

**2.4.5.2 Standards and Requirements**

A. Fire Protection is **required**:

**DISM**  
**GP Policy 6.2.3.1, 6.2.3.2,**  
**6.2.3.4**

1. When subdivisions are proposed within a fire protection district, the minimum fire protection requirements **shall** be met, unless modified by agreement between the applicant, the structural fire protection district having jurisdiction and any applicable wildland fire protection agencies (e.g., CAL FIRE).

**DISM**

2. When a subdivision of five or more lots (no matter the size of the lots) is proposed, it **shall** be within a structural fire protection district. **DISM**
  3. A proposed subdivision of four or fewer lots, creating lots 9 acres or smaller, **shall** be within a structural fire protection district. **DISM**
  4. If a proposed subdivision (of any number of lots) creates lots 9 acres or smaller, and is not within an existing fire protection district, one of the following **shall** occur: **DISM**
    - a. Annexation to an existing fire protection district; or,
    - b. Contract for services with existing structural fire protection district until such time as the annexation is finalized.
- B. All discretionary residential developments **shall** have a Fire Safe Plan prepared by a Fire Safe Plan preparer acceptable to the El Dorado County Fire Prevention Officers' Association and CAL FIRE. **General Plan Policy 6.2.2.2**
- C. For non-residential discretionary development, a Fire Safe Plan may be **required** by the fire protection district having jurisdiction. **???Fire Safe Regulations**
- D. For more details on what is included in a Fire Safe Plan, see below and Chapter 7, Section 7.1 of this manual for contact and website information for fire protection districts. For more information on qualifications for Fire Safe Plan preparers, contact the fire protection district having jurisdiction.
- E. A Fire Safe Plan is a written document prepared for the purpose of establishing minimum wildfire protection standards in conjunction with buildings, construction and development in State Responsibility Areas (SRA)<sup>2</sup> and Local Responsibility Areas (LRA)<sup>3</sup> when **required** by the fire protection district having jurisdiction. **???Fire Safe Regulations**
1. A Plan **shall** address future design and construction of structures, subdivisions, and developments in SRA. **Standard practice**
  2. A Plan **shall** cover access, water supply, fuel (e.g., vegetation) modification, and related local requirements. **Standard practice**

<sup>2</sup> The area within the County where the California Department of Forestry and Fire Protection (CAL FIRE) has primary financial responsibility for preventing and suppressing wildland fires. This does not necessarily include structural fire protection but CAL FIRE may provide such protection under "automatic aid agreements". The prevention and suppression of fires in all areas not classified as SRA are the primary responsibility of the local or Federal fire agency.

<sup>3</sup> Incorporated cities which have assumed fire protection within what otherwise would be a State Responsibility Area. The cities of Placerville and South Lake Tahoe are LRAs.



3. A Plan **shall** be determined complete when approved by the fire protection district having jurisdiction and CAL FIRE. **Standard practice**
  4. The Fire Safe Plan **shall** include measures to reduce fire hazards, such as: **???Note: list is just examples of what is normally seen in Fire Safe Plans**
    - a. Expand cleared right-of-ways and enlarge cul-de-sacs,
    - b. Address water supply,
    - c. Address emergency access,
    - d. Perform fuel modification (e.g., selective clearing and thinning) so that fuel load levels are reduced, and
    - e. Other reasonable measures to protect structures in areas where structural fire protection does not exist (e.g., if the land division is adjacent to existing water lines, the applicant may be required to extend the water lines for fire protection purposes).
- F. Water supply for subdivisions of five or more lots. The supply system and source, public purveyor or private system, **shall** provide a minimum of 60,000 usable gallons of storage for five to 25 lots; 125,000 gallons for 25 to 50 lots; and 200,000 gallons for 50 or more lots. The water supply system and source **shall** be located at the direction of DSD and based on comments received from the fire protection district having jurisdiction. **County adopted Fire Safe Regs. DISM**
1. Where water distribution systems are not available, the following will be considered by the fire protection district having jurisdiction:
    - a. Tanks,
    - b. Reservoirs,
    - c. Canals, and
    - d. Other systems as may be approved by the structural fire protection district.
  2. A facility for refilling fire trucks **shall** be provided for taking of water from the water supplies and **shall** conform to the Standard Plans. The standard plans may be modified by the fire protection district having jurisdiction in that area where structural conditions require it. **DISM**
  3. Fire hydrant locations **shall** be approved by the fire protection district having jurisdiction. **DISM**

**2.4.6 Water Supply for Lots Not Supplied with Water by a Public Agency**

See Chapter 3 of this manual for more detail on design standards.

## 2.4.7 Sewage Collection and Disposal Systems

### 2.4.7.1 General Policies

The following *General Plan* policies apply:

- A. Policy 5.3.1.1,
- B. Policy 5.3.1.2,
- C. Policy 5.3.1.3,
- D. Policy 5.3.1.4,
- E. Policy 5.3.1.7, and
- F. Policy 5.3.2.3.

### 2.4.7.2 Requirements

- A. There are four options available to new development to provide sewage disposal:
  1. On-site sewage disposal systems (e.g., septic systems),
  2. Community wastewater systems with flow less than 5000 gallons per day,
  3. Community wastewater systems with flow greater than 5000 gallons per day, and
  4. Sewage disposal provided by a public purveyor.

See Chapter 3 of this manual for more detail on standards for on-site sewage disposal systems and community wastewater systems with flow less than 5000 gallons per day. For community wastewater systems with flows greater than 5000 gallons per day, obtain a waste discharge permit from the California Water Quality Control Board, Central Valley.

If a public sewer provider is proposed, the design of the sewage facilities, connections, etc., **shall** meet the provider's standards. See the appropriate public purveyor for their standards.

**Standard practice**

- B. Prior to filing a Final Map or Parcel Map, sewer service **shall** be available for immediate use or as required in Section 2.4.7.4 of this Chapter.

**County Ordinance Chapter 16.xx.xxx GP Policy 5.3.1.1, 5.3.1.2**

1. A Civil Engineer **shall** provide documentation that demonstrates that the sewage system will be able to accommodate any future growth in the permitted area. No building permits can be approved without a Civil Engineer's certification that the sewage system can accommodate the proposed increase in sewage.

**???**

2. A grading permit may be **required** for the trenching to install the wastewater system. See Chapter 5 of this manual for more information. All sewer mains, manholes, and laterals, **shall** be placed, successfully tested, and the backfill compacted prior to the surfacing of the streets affected. Any

**Standard practice**

**Standard practice**

trenching that affects the County’s right-of-ways **shall** require at a minimum an encroachment permit. Contact DOT for more information.

**Standard practice**

**2.4.7.3 Plans and Specifications**

Prior to the approval of the Final Map or filing a Parcel Map (for commercial or industrial development), the applicant **shall** submit to the County Engineer, plans of the sewage collection and disposal system prepared by a Civil Engineer, of sufficient detail to enable the County Engineer to ascertain whether such system conforms to the standards set forth herein and to standard-acceptable engineering practices. Such plans and specifications **shall** also be reviewed and signed by the authorized representative of the entity that will operate the sewer system(s), certifying it has approved the final construction plans and specifications. A letter **shall** be provided to the County Engineer by the public entity’s engineer, stating that the provider is willing to maintain and operate the sewer system upon its completion.

From DISM (pg 40)  
**County Ordinance Chapter 16.xx.xxx**

**County Ordinance Chapter 16.xx.xxx**

**County Ordinance Chapter 16.xx.xxx**

The County Engineer or the public purveyor may **require** additional improvements for sewer systems having unusual problems.

**County Ordinance Chapter 16.xx.xxx**  
From DISM (pg 40)

**2.4.7.4 Sewer Commitment**

Prior to approval of a Final Map by the Board, or prior to the filing of a Parcel Map, the required sewer improvements **shall** be completed or described within a Subdivision Improvement Agreement (SIA) and a security provided to guarantee completion. The public purveyor **shall** submit a letter stating the sewer improvements have been completed to its satisfaction or that the improvements described in the SIA are acceptable to the public purveyor. The letter **shall** include a statement from the public purveyor that it is willing and able to provide service to each lot of the subdivision when the described improvements are completed.

From DISM (pg 9)  
**County Ordinance Chapter 16.xx.xxx**

**County Ordinance Chapter 16.xx.xxx**

**County Ordinance Chapter 16.xx.xxx**

## 2.4.8 Underground Power and Communication Utility Systems

### 2.4.8.1 General Policies

The following *General Plan* Policies apply to power and communication systems:

- A. Objective 5.6.1, and
- B. Policy 5.6.1.1.

### 2.4.8.2 Standards of Construction

- A. Pacific Gas & Electric (PG&E) **requires** all power lines to be undergrounded in new: (1) Residential Subdivisions, (2) Residential Developments, (3) Commercial Developments, (4) Industrial Developments, and (5) locations that are in proximity to and visible from designated Scenic Areas (reference PUC Electric Rule 15-Distribution Line Extensions). **Standard practice PUC rule, as referenced.**

There are some **exceptions** such as for subdivisions with lots of three acres or more. Contact PG&E for more information. (See Chapter 7, Section 7.1 for contact and website information.)

- B. Multi-family and non-residential development in Community Regions and Rural Centers **shall**, **Standard practice** where feasible and appropriate, underground existing and new utilities in accordance with PUC rules and regulations.
- C. Electrical and communication systems **shall** be **???** installed as shown in the Standard Plans and in accordance with the applicable utility's rules and regulations
- D. Electrical and communication systems in streets **shall** be placed before pavement is constructed and **shall** be constructed in conformance with the plans. **DISM (pg 44)**  
**DISM**
- E. Surface facilities that will be located in paved areas **shall** have traffic frames and lids conforming to the Standard Plans. **DISM pg 44**
- F. Surface facilities that protrude from the finished grades **shall** be located so that they will not cause a hazard. **DISM pg 45**
- G. The final plans and specifications **shall** show **DISM pg 45** the work to be performed by the applicant, normally consisting of conduit, pull boxes and transformer pads. Wires are typically supplied by the utility entity and need not be shown on the plans.

**2.4.8.3 Plans and Specifications**

Prior to the approval of the Final Map, the applicant **shall** submit to the County Engineer plans showing the location of the electrical and communication systems of sufficient detail to enable the County Engineer to ascertain whether such systems conform to the standards set forth herein and to standard-acceptable engineering practices. Such plans and specifications **shall** be approved by the authorized representative of the entity operating the electrical or communication systems and **shall** be accompanied by a letter from the entity stating that the entity and applicant have entered into an agreement that will provide the utility’s service to a lot line at each lot in the subdivision. A letter **shall** be provided to the County Engineer by each provider’s engineer, stating that the provider is willing to maintain and operate the system upon its completion.

**County Ordinance Chapter 16.16.010 and DISM**

**County Ordinance Chapter 16.16.010 and DISM**

**County Ordinance Chapter 16.16.010 and DISM**

**County Ordinance Chapter 16.16.010 and DISM**

See Chapter 4 of this manual, as well as the Standard Plans for more details.

**2.4.9 Encroachments on County-Maintained Roads**

All encroachments onto County-maintained roads **shall** comply with California Streets and Highways Code 942 and County Ordinance Code Chapter 12.08 et seq. and the standards in the Design Manuals. See Chapter 4 of this manual, as well as the Standard Plans for more details.

**California Streets and Highways Code ED County Ordinance Title 12 – Streets, Sidewalks, & Public Places**

**2.4.10 Landscaping**

Where landscaping is required, reference Title 17 Zoning Ordinance and the Water Conserving Landscape Standards adopted by the Board in Resolution 69-93 on February 23, 1993, or as most recently amended (reference: *General Plan* “Policy 5.6.2.1”).

For landscaping standards in road medians (including trees), or in close proximity of a roadway, see the Standard Plans.

**2.4.11 Wetlands, Archaeological and Cultural Resources, and Native Tree Preservation**

**2.4.11.1 General Policies**

The following General Plan policies address impacts to important habitat areas:

- A. Policy 7.3.3.1,
- B. Policy 7.3.3.3,
- C. Policy 7.3.3.4,
- D. Policy 7.3.3.5,
- E. Policy 7.4.1.6,
- F. Policy 7.4.2.2, and

## G. Policy 7.4.2.8.

**2.4.11.2 Wetland Preservation Standards**

- A. No person engaging in construction activity **shall**: **DISM, BOS Resolution 199-91**
1. Ignore or discount the regulatory requirements of State or Federal agencies applicable to any project,
  2. Fill or substantially alter any existing wetland area without first obtaining an appropriate permit(s) from the U.S. Army Corps of Engineers, California Department of Fish and Game, or other State or Federal agency with jurisdiction over wetlands and wildlife resources,
  3. Park or operate any motor vehicle within the wetland area,
  4. Place or store any equipment or construction materials within the wetland area, and
  5. Place or allow to flow into the wetland any oil, fuel, concrete mix or other deleterious substance.
- B. Where construction activity is proposed within 50 feet of a wetland area:
1. The wetland area should be clearly marked with flagged lath or other removable marking device, and
  2. A deleterious substance filter **shall** be **Resolution 199-91** installed within any drainage course leaving the construction zone and entering the wetland area.
- C. Discretionary permits may **require** setbacks from **Army Corps of Engineers General Plan Policy 7.3.3.4** wetlands, for biological mitigation, water quality, flood damage prevention, or other purposes identified through the discretionary process.

**2.4.11.3 Archaeological and Cultural Resources**

Protection or mitigation of archaeological and cultural resources may be **required** when found on-site. Cultural Resource studies are **required** with application submittal and **must** meet the Guidelines for Cultural Resource Studies. Resources protection may be **required** by the State Historic Preservation Office or as approved by the County discretionary permit, based on the permit's Cultural Resources study. Recommendations from the permit's Cultural Resource study may be incorporated into the conditions of approval for discretionary permits.

**SHPO, General Plan Policy 7.5.1.6**  
**CEQA, General Plan Policy 7.5.1.3**

**2.4.11.4 Oak Tree Preservation**

- A. Oak tree protection plans **shall** comply with the **General Plan Policy 7.4.4.4 and OWMP** Oak Woodland Management Plan adopted May 6, 2008 and Section 17.73 of the Zoning Ordinance (Ordinance 4771 approved May 6, 2008).

B. Oak Tree Protection Construction Standards.

For the use of this section, oak trees are defined as being healthy and having a diameter at breast height (dbh) of six inches or greater, or for a tree with multiple trunks with an aggregate of at least 10 inches dbh.

1. No person engaging in construction **DISM, BOS Resolution 199-91** activity **shall**:
  - a. Change the amount of irrigation provided to any oak tree from that which was provided prior to the commencement of construction activity,
  - b. Trench, grade, or pave into the drip line area of an oak tree,
  - c. Park or operate any motor vehicle within the drip line area of any oak tree,
  - d. Place or store any equipment or construction materials within the drip line of any oak tree,
  - e. Attach any signs, ropes, cables, or any other items to any oak tree, and
  - f. Place or allow to flow into or over the drip line area of any oak tree any oil, fuel, concrete mix, or other deleterious substance.
2. Where construction activity is proposed within 50 feet of an oak tree:
  - a. A minimum four foot tall temporary fence **shall** be placed around the protected area prior to the work beginning,
  - b. No grade changes **shall** occur within the protected area unless specifically indicated in the plans,
  - c. No trenching **shall** be allowed within the protected area. If it is necessary to install underground utilities within the temporary fence the utility trench **shall** be hand dug so as not to cut any roots over two inches in diameter, or a line may be bored or drilled,
  - d. Only dead, weakened, diseased, or dangerous branches **shall** be removed, and only by the recommendation of, or under supervision of, a licensed arborist. Any roots two inches in diameter or larger that **must** be cut **shall** be cleanly cut with pruning (not excavation) equipment, and
  - e. Excessive dust accumulation **shall** be hosed off from the foliage of oak trees as recommended by an arborist during the construction of the project.

#### 2.4.12 Protection of Agricultural Lands

The following *General Plan* policies apply to new projects:

- A. Policy 8.1.3.1,
- B. Policy 8.1.3.2, and
- C. Policy 8.1.4.1.

The design of projects **shall** take these policy requirements into consideration, through clustering and lot design that provides the opportunity to meet the minimum lot size and setback requirements. Refer to Title 16 Subdivisions, Title 17 Zoning Ordinance, the *General Plan* Policies 8.1.3.2 and 8.4.1.2, and the General Plan Interim Interpretive Guidelines.

**General Plan Policies 8.1.3.1, 8.1.3.2, and 8.1.4.1**

#### ***2.4.13 Airport Land Use Plans***

All development **shall** comply with any applicable Airport Comprehensive Land Use Plan (CLUPs) policies. There are adopted CLUPs for Georgetown, Cameron Park, Placerville, and South Lake Tahoe airports. Consult with DSD. (Reference *General Plan* Policy 6.8.1.1.)

**General Plan Policies 8.1.3.1, 8.1.3.2, and 8.1.4.1 (including BOS Interpretations of 8.1.3.1 and 8.1.3.2 dated 2/25/09)**