

**STAFF ANALYSIS**

**Project Description:** The request is to rezone the 3.62-acre lot from the One-Family Residential (R1) zone in order to add the Planned Development (PD) combined zone and create the One-Family Residential-Planned Development (R1-PD) zone for this project. A PD application proposes to cluster development by providing innovative design that minimizes impacts to sensitive site resources, while providing the maximum development potential of 18 for-sale units with 17 to be market rate and one to be designated for qualifying moderate-income households. The tentative map identifies 18 residential lots to be developed as single-family detached homes, one common area open space lot, a tot lot, road improvements and widening, on and off-street parking, building footprints, and general improvements required for this subdivision. Building plans and elevations are included for consideration.

**Site Description:** The property is a vacant lot that gently slopes from a high point of 1750 feet in elevation along the south property line to lower points that average between 1705 and 1715 feet in elevation along the northern property line adjacent Blanchard Road. The majority of the site has slopes in the 0-10 and 11-20 percent categories, with a man-made cutback adjacent Blanchard Road that is at a 40 percent slope and greater. With exception to a limited number of off-road dirt vehicle tracks, most of the property is in its natural state and is comprised of a 65 percent oak woodland tree canopy. Most of the tree canopy occurs on the eastern portion of the property. Vegetation on the property includes annual grasslands, montane hardwood forest, and ruderal/disturbed areas. No wetlands or streams exist on the property.

**Adjacent Land Uses:** Exhibits C and D illustrate that the general area consists of a variety of zones and land use designations ranging from the less intense areas on the south of this property to more intense areas located north of this site and adjacent to Mother Lode Drive. The following table identifies current zoning, land use designations, and uses on adjacent parcels:

	<b>Zoning</b>	<b>General Plan</b>	<b>Land Use/Improvements</b>
<b>Site</b>	R1	HDR	Vacant
<b>North</b>	CP	C	'Highway Bible' Church
<b>South</b>	R1	HDR	Single-Family Residences (+/-) 1 acre lots
<b>East</b>	R1/R1-PD	HDR	Single-Family Residences lots ranging in size between 6,000 and 18,000 square feet and an open space lot
<b>West</b>	MP	MFR	Mobile Home Park

**Project Issues:** Discussion items for this project include land use and zone compatibility, planned development components, designation of a for-sale moderate-income unit, establishment of a Homeowner's Association (HOA) for parking and general open space maintenance, oak woodland preservation plan and biological resources, transportation improvements, water and wastewater facility improvements, fire safety, and grading and drainage.

### Land Use and Zone Compatibility

This site's land use designation is High Density Residential (HDR) and the property is located within the Diamond Springs-El Dorado Community Region. The HDR land use designation of this property allows a density of one to five dwelling units per acre. Based on the 3.62-acre site, there is a potential to develop 3 to 18 units on this property. As illustrated by the General Plan Consistency Matrix Table 2-4, which defines compatible zones with the correct land use, the One-Family Residential (R1) zone is consistent with the HDR designation. This project requests to add the Planned Development (PD) combined zone overlay that would allow innovation in design and flexibility to deviate from development standards in order to provide the maximum potential density of 18 units.

The property is a semi-rural infill site that transitions between the less intense single-family residential development and land use designations on the south to the more intense commercial designations north of this site and closer to Mother Lode Drive. By providing 18 single-family detached units, the current design would remove the potential to develop a more intense and less appropriate residential apartment or condominium project on a portion of this property in the future. The proximity to County maintained roads and the general areas where this planned development is proposed makes this site suitable and compatible for an 18 unit single-family clustered residential development. A factor that has been considered for this project is the potential to develop this property at the maximum density based on whether the availability of infrastructure and services would be able to accommodate the proposal. Based on the information and the improvements that would be required with this project, such infrastructure and services would support the proposed 18 units.

For compatibility, this project would fit and would add to the character of this neighborhood. It would also provide housing opportunities that would be available for families that are within the median income range to assist the County meets its housing obligation under the Housing Element of the General Plan. Exhibit E illustrates the mobile home park on the west and the Blanchard Homes subdivision located on the east of the project site. There are existing single-family residential homes located on lots that average one acre and greater in size immediately south of this property.

The existing Blanchard Home subdivision located directly to the east of this property is most reflective of this project. That subdivision was approved with final map G-95 recorded in 1988 and it shares the HDR and R1 designations as this property. It also has the PD combining zone district, the district that would be combined with the zone on the proposed project. It is fitting that the Blanchard Homes subdivision is located at a further distance from Mother Lode Drive and provides 11 single-family residential lots ranging in size between 6,000 and 18,000 square feet with a  $\frac{3}{4}$  to 1-

acre common area lot. This site provides smaller lots that effectively transition the Blanchard Homes subdivision with the more intense mobile home park on the west and commercial development located north of this property.

### Planned Development Components

As required by the General Plan for Planned Developments (PDs), 30 percent or 47,312 square feet of the property would be maintained as common area open space. This includes a 43,500 square foot common area open space lot that would be preserved in its natural state and a 3,812 square foot lot that would include installation of two benches, a table, swings, balance beams, and other features that would be used as an outdoor amenity by those that reside in this development.

Exhibits F, G, and H provide details for site design and architectural elements in support of the PD concept. With this concept, three home plan types A3A, A3B, and A3C are proposed. Although floorplans were not provided for consideration, a condition requiring that a Notice of Restriction (NOR) to be placed on the final map would limit all three plan types to three bedrooms because of the request for reduced off-street parking standards. Project-related parking is discussed in the next section of this report. A general detail for the home plan on each lot is noted below:

- Lots 1 thru 7 use plan A3B and would provide 1,383 square feet of living area, a 210 square foot one-car garage, and 55 square feet of outdoor porch area.
- Lots 8 and 9 use plan A3C and would provide 1,720 square feet of living area, a 210 square foot one-car garage, and 69 square feet of outdoor porch area.
- Lots 10 thru 18 use plan A3A and would provide 1,403 square feet of living area, a 208 square foot garage, and 55 square feet of outdoor porch area.

The exterior side and rear elevations of all buildings would be made of stucco with an option for each front elevation on Lots 1 thru 7 and 10 thru 18 to allow future homeowners to select between Craftsman, Country, or Tuscan themes. One of the building frontages on Lots 8 and 9 would be designed using the Tuscan theme, while the other would be either a Craftsman or a Country theme. To add further distinction in the design of the project, the buildings step with the existing topography of the property. This would reduce unnecessary site grading resulting in a 2-story front elevation of buildings on Lots 1 thru 9, while homes on Lots 10 thru 18 would have a 1-story front elevation. The project would allow the lots on the higher elevation near the south property line to have views over those lots closer to the northern property line as the entire development steps with the existing site topography down towards Blanchard Road.

The options for roofing and exterior color treatments would depend on the style chosen for the front elevation of each home. Future homeowners would make the final selection on this option. Existing homes in the area have mixed designs, including some that have been built with stucco and similar exteriors proposed by this project. The themes proposed for this project would add to the eclectic mix of architectural styles that exist in the area. Should a specific roof color or stone color not be available, a condition has been added to the permit that would require the Deputy Director of

Planning to approve such changes prior to the issuance of building permits. Overall, the general design elements for each theme would include:

- Craftsman would allow the option of roof materials to be either Burnt Sienna or Aged Bark color CertainTeed Landmark shingles. Front elevation stonework would be shale colored Cultured Ledge Stone. The woodwork of the front elevation would be Sand Pebble in color with either Bravado or a Villita trim option. The option for door and shutter treatments would be the Bravado or Villita color.
- Country would allow the option of roof materials to be either Resawn Shake or Chestnut color CertainTeed Landmark shingles. Front elevation stonework would be made of Mackinac Cultured River Rock. The woodwork of the front elevation would be either a Full Sun or Natural Raffia color option with a Swiss Coffee trim. The option for door and shutter treatments would be the Bravado or Green Thumb color.
- Tuscan would allow the option of roof materials to be either Terracotta Brown Blend or Medium Terracotta Brown Blend color Capistrano Sunrise Blend Roof Tiles. Front elevation stonework would be Carmel color Cultured Ledge Stone. The stucco of the front elevation would be either a Spanish Sand color with Simply Tan trim or a Gold Promise color with Oxford Brown trim. The option for door and shutter treatments would be the Bravado or Villita color.

Exhibit F provides lot-by-lot information for plan types, development regulations, and requested deviations from such regulations with the PD application. The following is a brief summary of the deviations that are being requested for this project:

- Reduced front yard setbacks below the required 25 feet on select lots to a minimum of 18 feet;
- Variable side yard setbacks of 3-feet/5-feet on all lots where 5-feet is required;
- Reduced lot sizes ranging between 2,470 square feet to 3,611 square feet where a minimum 6,000 feet is required;
- Reduced lot width to 32-feet on all lots where 60-feet is required;
- Allow lot coverage to exceed the 35 percent on select lots, to a maximum 44 percent;
- Allow for one permanent garage parking space where two off-street parking spaces, not in tandem, are required; and,
- Allow a maximum 3 foot tall retaining wall along the south side of the on-site road easement because the Zoning Ordinance is silent on retaining walls in common area, open space, and/or road frontage locations.

The project would observe the minimum required rear yard setbacks of 15 feet on each single-family lot. Each building would be a maximum 24 feet 9 inches in height where 40 feet is allowed by the One-Family Residential (R1) zone.

With exception to open fencing along the eastern property lines on Lots 9 and 18, along with a sound barrier wall on the rear property line on Lots 10 thru 17, all private yards would be enclosed with 6-foot tall wood fence and stained with either natural or brown stain. An added benefit of the wood fencing along the southern property line would buffer and provide privacy between this project and the adjacent homes on the south. The fencing along the eastern side yard on Lots 9 and 18 would be a maximum 6-foot tall high strength aluminum black open fence that would allow these properties to enjoy unobstructed views to the open space lot on the eastern boundary. A 6-foot tall sound barrier walls on the rear property line of Lots 10 thru 17 would be required because the project noise study identified that noise generated by Mother Lode would exceed the General Plan limits of 60 decibels at the residential property line by 2025. No fencing or enclosures are proposed for the open space or tot lot.

A preliminary landscape plan was submitted for review that would install landscape and irrigation along the front yards for each new residential lot, the tot lot, and near the entrance of the development. These areas are landscaped using a mix of drought tolerant species that are compatible with Zones 7 of the Sunset Western Garden Book. Trees include 51 (15)-gallon blue oak saplings with Blue Lilly of the Nile, Dwarf Coyote Bush, Sunset Rockrose, Orchid Rockrose, Common Thrift, Gold Coast Juniper, Compact English Lavender, Dwarf Heavenly Bamboo, Coffeeberry, and Teucrium, and Creeping Thyme shrubs. Other shrub groundcover would include Manzanita, Nandina, and Creeping Thyme. A limited amount of sod would be installed adjacent entryways within the front yards. A condition has been added to the permit that would require a final landscape plan to be designed to meet the Water Conservation Landscape Standards for review and approval by Development Services during the review of the building permit.

#### Designation of a For-Sale Moderate Income Unit

Based on the Planned Development (PD) request to deviate from certain base zone standards, this project proposes to provide an added public benefit because it would designate one of the 18 for-sale units as an affordable unit available only to qualifying moderate-income households. This would support the goals of the PD because the integration of an affordable unit would provide housing opportunities to a household in a newer neighborhood who may otherwise not have such an opportunity. In addition, the designated unit would meet *Policy HO-1g* that requires the County to encourage housing that is affordable to low and moderate income households. El Dorado County Human Services provided project conditions that would require one unit to be designated prior to the recordation of the final map, with deed restriction and updates about the unit to be provided over a 20-year period. During this period, the unit would only be allowed to be sold to households qualifying in the moderate income category.

#### Establishment of a Homeowner's Association (HOA) for Parking and General Maintenance

For this project, a Homeowner's Association must be formed in order to monitor and maintain the site based on the mitigation and conditions that are included in the project permit. A Notice of Restriction (NOR) would be required to be added to the final map stating that a Homeowner's Association (HOA) must be maintained in perpetuity with the approval of this project. As part of the

HOA, Covenants, Conditions, and Restrictions (CC&Rs) would be created and recorded for each property.

A component of the HOA oversight implemented through CC&Rs would require monitoring of the parking for this project. Because two spaces, not in tandem, are typically required for each unit for detached single-family units, the PD proposes to deviate from this standard by provide an alternative parking configuration that combines on- and off-street elements. The proposed configuration provides a minimum 10-foot wide by 18-foot long driveways in front of each home, as well as fourteen on-street parking spaces that would be available as temporary parking for residents and visitors to this development.

Of the fourteen on-street parking space, nine would be located on the north side of the on-site road easement. Five spaces each measuring 8-feet in width and 20-feet in length would be located on the south side of the easement adjacent to the tot lot. The El Dorado-Diamond Springs Fire Protection District considered the on-street parking configuration and would allow vehicular parking on both sides of a 100-foot portion of the road easement, even though the curb face to curb face measures 38 feet instead of the standard 40 feet, which is a California Fire and not a County adopted design standard. The justification is that fire apparatus would continue to be able to access the site with the slightly smaller width and because any added width would further impact oak woodland canopy. Other than the areas which area called out on the tentative map, additional on-street parking would not be allowed. The no parking areas would be red curbed and labeled as 'no parking' lanes. The design features associate to the on-street and driveway parking have been reviewed and considered appropriate by the Department of Transportation (DOT) and the Diamond Springs-El Dorado Fire District for this project.

Other items that the HOA would be required to be monitor and maintain common areas including the on-site road easement, open space and tot lot. The HOA would also monitor and provide replacement for any oak trees that do not survive during the monitoring period, further discussed in the oak tree preservation section of this report.

### Oak Woodland Preservation and Biological Resources

The project would impact oak woodland tree canopy, which covers 65 percent, or 2.35 acres of this 3.62-acre property. General Plan Policy 7.4.4.4 requires 70 percent of this canopy, or 1.65 acres, be retained. Of the .71 acres of the canopy that could be removed, the project proposes to remove .70 acres for this project. However, any final design for grading and improvements could not remove any more than the .71 acres based on current County policies.

The applicant has prepared a replanting plan for the .70 acres of trees that would be removed and proposes to replace those that are removed with a mix of oak acorns and oak saplings. Of the .70 acres to be removed, .26 acres would be replaced with 51 (15) gallon blue oak saplings at a ratio of 200 saplings per acre of canopy, which is a larger planting than the 1-gallon oak sapling replacement standard required under current County policy. Two hundred sixty-seven (267) oak acorns at the 3:1 acorn versus sapling ratio would replace the remaining .45 acres removed. Mitigation and conditions

have been added to the project permit to address the replacement of removed oak trees. Blue oak saplings shall be planted between driveways within the front yard setback of each lot, as identified on the landscape plans. Apart from the blue oaks to be replaced, a qualified professional shall also identify and provide exact recommendations about the types and care of accord replacement that would occur on the project with the grading plan to be reviewed by Planning Services and prior to the approval of grading permits. A mitigation measure developed for this project requires that a progress report be developed by a qualified professional that would provide a progress report prior to the issuance of the first occupancy permit for this project.

Continued monitoring of replanted oaks would require that a Notice of Restriction (NOR) be placed on the final map and would require the HOA to be responsible for the progress of replanted oaks. The restriction would require that a HOA provide one year, three years, five years, and ten years for both acorns and saplings, and a fifteen-year update for planted acorns. Should any replanted oaks be found not to survive during that period, the HOA would be responsible to replace such oak trees using (1) gallon saplings and would ensure their survival with follow-up progress letters to the County.

There were no special status plant species or wetlands found on the property. Based on the Biological Study provided for this project; however, there are two special-status bird species, the songbird and raptor, that have the potential to nest in the trees located on the property. Depending on whether project related grading activity would occur during the breeding season for raptors and songbirds, a site survey would be required to verify whether such species exists. In the event that such species are discovered during their respective breeding season, then specific mitigation has been included in the project permit that would require a 200-foot non-building buffers between nesting areas and areas where grading would occur. A letter follow-up would also be required to ensure that discovered species have fledged before allowing grading to occur within the buffers during the breeding period.

### Transportation Improvements

The County Department of Transportation (DOT), Diamond Spring-El Dorado Fire Protection District, and Planning Services provided comment and analysis for required transportation improvements for this project. A traffic study was approved by the DOT. As part of that review, it was identified that the County is processing their Capital Improvement Program (CIP) for the Missouri Flat at Highway 50 road interchange to address the level of service on circulation road serving this site. The issues have been considered as part of this project and the payment of Traffic Impact Mitigation (TIM) fees, as well as project-specific on- and off-site road improvements and dedications would be required with the processing of this project.

Off-site improvements would require dedication of 30 feet of right-of-way on Panorama Drive and 25 feet of right-of-way on Blanchard Road. Both of these dedications would be offered and accepted by the County in the form of an Irrevocable Offer to Dedicate (IOD). The improvements that would be necessary along both of these roads would be the same and would include half road width

improvements of 12 feet plus a new 6-foot wide shoulder to Design and Improvements Standards Manual (DISM) Standard Plan 101B and 104.

For on-site, a new 50 foot wide road easement would extend from Panorama Drive to serve each of the 18 new lots. This easement would be approximately 450 feet in length to include a 30-foot wide paved road section measured from face of curb to face of curb extending to the end of the cul-de-sac to DISM Standard plan 101B and 104. Both sides of the on-site road easement and the cul-de-sac would provide a .83-foot curb section and a 4-foot wide sidewalk for the entire on-site portion of the internal road. The cul-de-sac would provide a 50-foot radius measured from center to face of curb and 60 feet measured to the outer edge of the sidewalk within the road easement.

At the request of the Department of Transportation (DOT), the applicant tapers a small 20-foot length of improved road shoulder along the eastern property line where the site transitions to the parcel to the south. The request was made by DOT because the extreme topography along this section of the road easement prevents the applicant from making such improvements.

#### Water and Wastewater Facility Improvements

This site is located within the El Dorado Irrigation District (EID) service area. The El Dorado Irrigation District (EID) provided a Facilities Improvement Letter (FIL) for this project outlining the necessary improvements that would be required to deliver water and provide sewer services for the 18 unit residential development. There are existing water and sewer lines located near this property.

The applicant provided an on- and off-site utility plan to address the improvements that would be necessary based on the Facilities Improvement Letter (FIL). For water services, there is an existing 6-inch water line located in Blanchard Road at the Clarion Court intersection. There is another 6-inch water line located about 150 feet north of Blanchard Road. In order to provide the necessary fire flow of 1000 gallons per minute for a two-hour duration at 20 pounds per square inch of pressure for homes less than 3,600 square feet in size, these two water lines would need to be connected to form a looped water system. The improvements for the water delivery system would include:

- Installation of 510 linear feet of 6-inch water line to loop the water system located within Blanchard Road and along a utility easement and driveway that extends north of Blanchard Road; and,
- Installation of 735 linear feet of 6-inch water line to connect the project and each property to the newly looped water system.

Water improvements north of Blanchard Road would not impact any off-site or sensitive resources. Such improvements would occur within an exiting public utility easement that follows the alignment of a small road that serves a few properties just north of this site.

For wastewater, there is currently a 6-inch gravity sewer line located within Panorama Drive that connects to the line located in Blanchard Road and extends north to Mother Lode Drive. The



existing sewer facilities have adequate capacity for this project. The improvements necessary for this project to connect to the sewer system would include the following:

- Installation of 792 linear feet of 6-inch sewer lateral on-site and connections to the existing sewer line off-site; and,
- Installation of seven (7) manholes in order to accommodate the necessary access to the sewer system for this project.

### Fire Safety Issues

The project would provide two new fire hydrants, which are illustrated on the tentative map; however, the Diamond Springs-El Dorado Fire Protection District has added a condition that would require additional hydrants to be installed at undisclosed locations either on or off the project site as part of the district's final review. Based on the improvements for water delivery that would be required for this project, adequate water pressure would be available for this project. A Fire Safe Plan would need to be submitted by the applicant and reviewed by the Fire District during the review of grading, improvements, and/or building permit review phase to ensure that proper Fire Safe Standards are implemented into the final design of this project.

The Diamond Springs-El Dorado Fire Protection District would also require this development to become part of the Community Facilities District (CFD) 2006-01 that would allow the project to pay its fair share of the district's fire facility fees for new development. The Fire District has reviewed this requirement for this project and concluded that the subdivision could be included in this district. A permit condition has been added to address this requirement.

### Grading and Drainage

Site grading is sensitive in that road improvements and the home sites would, to a large degree, step naturally with the exiting topography of the property. In particular, preliminary pad elevations for Lots 1 thru 9 which are the properties located along the southern property line show a design that is sensitive to the adjacent residential lots located south of the project site. The finished floor elevation for the garages on these lots would be at about 1735 feet. Although not exactly known, the pad areas for the existing homes on the three larger lots located south of the site seem to have been built at an approximate elevation of 1750 feet or higher, or about a 15-foot differential with the proposed project. The installation of a proposed 6-foot tall safety and privacy wood fence would further separate the new lots from the existing lots on the south. These design features, along with the maximum building height of 24 feet from the garage pad on Lots 1 thru 9 feature implemented into the architectural renderings for the project would promote sensitivity when compared to these adjacent homes. Pads for lots 10 thru 18 would further step down as the site transition to about 1700 feet in elevation along Blanchard Road.

A preliminary grading plan was provided for review that identifies 3,000 cubic yards of fill be distributed for this project in order to prepare the site for road and home site improvements. Of that figure, 2,200 cubic yards would be excavated on the property while 650 cubic yards would originate

from the excavation for improvements required in the Blanchard Road easement. The remaining 150 cubic yards would need to be imported from another source. There would be one three-foot tall retaining wall located along the southeast property line at the entrance of this development.

A drainage study was also submitted for the project that identifies site drainage on the eastern and western boundary of the property. This project would not drain into any of the facilities that may be located along the eastern boundary. The additional 1.59 cubic feet per second of water run-off that would be generated by this development would drain into the system located along the western boundary that flows into the existing culverts that extending under Panorama Drive toward Mother Lode Drive.

The drainage study recommends certain improvement in order to accommodate the additional flow. Two new and upgraded drainage inlets will be installed along the north property line and the existing 8-inch and 12-inch culverts located under Panorama Drive would be upgraded to 18-inch culverts in order to accommodate the additional flow.

Final grading and drainage plan will be designed to meet the County's Grading, Erosion, and Sediment Control Ordinance. This would include pre-and post construction Best Management Practices (BMPs) that would be designed into the project in order to limit runoff during improvement activities.

### Public Services

There are a number of public amenities in the form of public parks and recreational opportunities within the County, and many are close to the area. As with all subdivisions, this project shall be required to pay Quimby fees for the acquisition of parklands. In addition, the El Dorado Union High School District provides public high school services, and the Mother Lode Union School District provides two elementary and one middle school for residents. School impact fees shall be assessed during the review of building permits to address any school impacts that may be created with the approval of this project.

**General Plan:** This project is consistent with the policies of the adopted 2004 El Dorado County General Plan. Findings for consistency with the General Plan are provided in Attachment 2. The policies and issues that affect this project are discussed below.

*Policy 2.2.3.1* allows Planned Development (PD) combined zone districts to be implemented through the Zoning Ordinance to permit residential land uses consistent with the density outlined by the General Plan. The 18 units proposed meet the intent of the PD policies for clustered developed subject to the High Density Residential (HDR) land use designation. The HDR allows for single-family detached products and the project provides the 30 percent common area open space in the form of an open space and an outdoor amenity tot lot.

The High Density Residential (HDR) land use designation is consistent with the One-Family Residential (R1) zone of General Plan compatibility matrix Table 2-4. The request to add the Planned Development (PD) combining zone district would not necessitate a comprehensive evaluation based on *Policy 2.2.5.3*, even though staff has reviewed overall policy issues and assessed the correct level of planning based on *Policy 2.2.5.16* to determine General Plan consistency, which is discussed in this section of the report.

The location and design of this project is compatible with the surrounding area as required by *Policy 2.2.5.21*, as this site is the transition lot between the less intense single-family residential neighborhood on the south to the commercial and more intense area north of this site and closer to Mother Lode Drive. A planned development with a clustered component was previously approved east of this property and a more intense use of a mobile home park is located west of this site.

This project would be consistent with *Policy TC-1b* because of the on and off-site road improvements and dedications of road easement that would be necessary as part of the project. Sidewalks are provided within this subdivision to satisfy *Policy TC-5a*. Because the traffic study and the County's Capital Improvement Program (CIP) road improvements for the Missouri Flat at Highway 50 road interchange has already been programmed, this project would only be subject to the payment of Traffic Impact Mitigation (TIM) fees to be paid during the building permit review phase of this project.

This project would have minor positive effects on the Housing Element of the General Plan. Because this project provides the density at the higher end of the density range designated by the High Density Residential (HDR) land use designation, it adds necessary units that the County could use in meeting its housing obligations under state law. Although there are no income limited units or truly affordable moderately low, low, or extremely low income units proposed with this project, the product types mostly ranging in the 1,383 and 1,403 square foot range are expected to provide homeownership opportunities targeting individuals and families generating moderate or slightly above moderate incomes.

Based on the Housing Element, the moderate income group is typical of 1-person generating \$48,150 in annual income, 2-individuals with \$55,000 in annual income, and up as identified on Table HO-13. This project would be consistent with *Policies HO-1b, HO-1e, HO-1f, and HO-1g* because it provides the maximum potential density for a site located within the Community Region and would designate one unit as moderate income housing with the other 17 units to be sold at market rate.

This project would also be consistent with *Policies 5.1.2.1, 5.2.1.2, 5.2.1.3, 5.2.1.4, 5.3.1.1, and 5.3.1.7* because there would be adequate water and wastewater services available for this project with the improvements that would be necessary for this project. The project would connect to the El Dorado Irrigation District (EID) water and sewer line, which is the preferred option for projects located within the Community Region.

*Policy 5.7.1.1, 6.2.3.1, and 6.2.3.2* address fire suppression and services, which are being satisfied with the design of this project. Because this project is located within the El Dorado-Diamond Spring Fire District, there is adequate and nearby fire services available for this project. The Fire District would require the project to pay its fair share of fire services by including this project within the Community Facilities District.

The project would be consistent with *Policy 6.5.1.3* for noise. There would be no impacts from noise to this project because homes would be built at higher elevations than all adjacent roads and there would be a 6-foot tall sound wall installed on the rear yard property lines on Lots 10 thru 17. A noise study prepared for the project identified that noise would exceed the 60 decibels (dB) at the rear property line by 2025 and by installing the noise walls, that noise would be attenuated to meet the General Plan standards limiting the noise at the property line to 60 dB. There would also be a 6-foot tall wood fence installed for most other back yard areas that would also attenuate outdoor noise. Necessary design standards would be implemented during the building permit review phase to attenuate interior noise levels to meet the objectives of Tables 6-1 and 6-2.

Only about 5 percent of the site is comprised of slopes that exceed 30 percent, which is a man-made slope adjacent Blanchard Road. The road improvements necessary for widening Blanchard Road would affect these slopes. However, access and road improvements are allowed in such areas based on *Policy 7.1.2.1* because such impacts are the minimum necessary to make County road improvements. The remaining 95 percent of the property has slopes within the 0 to 10 and 11 to 20 percent categories and this project proposes a sensitive grading solution that minimizes site grading.

This project is consistent with *Policy 7.4.4.4* for oak woodland preservation. Because the property is comprised of 65 percent canopy, or 2.35 acres, 70 percent of that canopy or 1.65 acres must be retained. This project proposes to retain 1.65 acres in order to meet the retention standard. Based on the impacts of .70-acres, the replacement that would be required for this project is 51 (15)-gallon oak saplings and 267 oak acorns to be replanted and maintained by a Homeowner's Association (HOA) for this project.

This project is consistent with *Policy 7.4.1.1* for the protection of rare, threatened, and endangered species. Future residential development would be required to pay Mitigation Area 2 in lieu fees for project related impacts. In addition, the environmental review identified specific mitigation to be incorporated during grading review should grading be proposed during the breeding season of March through August for raptors and February through August 15 for songbird. Specific buffers and follow-up surveys would be required should such species be found during the survey if grading is proposed during the breeding period.

A 2006 Cultural Resources Study was prepared for the project to address *Policy 7.5.1.3* which identified a highly unlikely to find any subsurface artifacts or discoveries on this property. Standard permit conditions have been added to address any accidental subsurface discoveries that may occur during grading and improvement activities.

**Zoning:** As designed, this planned development requests deviations from the underlying zone One-Family Residential (R1) zone. The deviations are listed in Exhibit F. These deviations were discussed in the Planned Development (PD) Components section outlined earlier in this report that identify innovation in design that would support the request for the deviations that have been requested with this project. Overall, with a PD application such deviations are appropriate because a planned development considers flexibility in design standards that would promote innovation in design while allowing the project to develop the maximum density of 18 units allowed on this property. The findings necessary to support the Planned Development (PD) are included in Attachment 2 of this report.

**Agency and Public Comments:** Appropriate conditions from each reviewing agency are included in the project permit. The following agencies provided comments and/or conditions for this project:

Diamond Springs-El Dorado Fire Prevention District  
El Dorado County Department of Transportation  
El Dorado County Environmental Management  
El Dorado County Air Quality Management District  
Office of the County Surveyor  
El Dorado County Human Services  
El Dorado Irrigation District

## **ENVIRONMENTAL REVIEW**

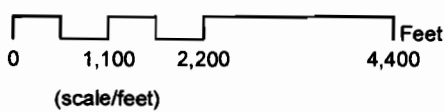
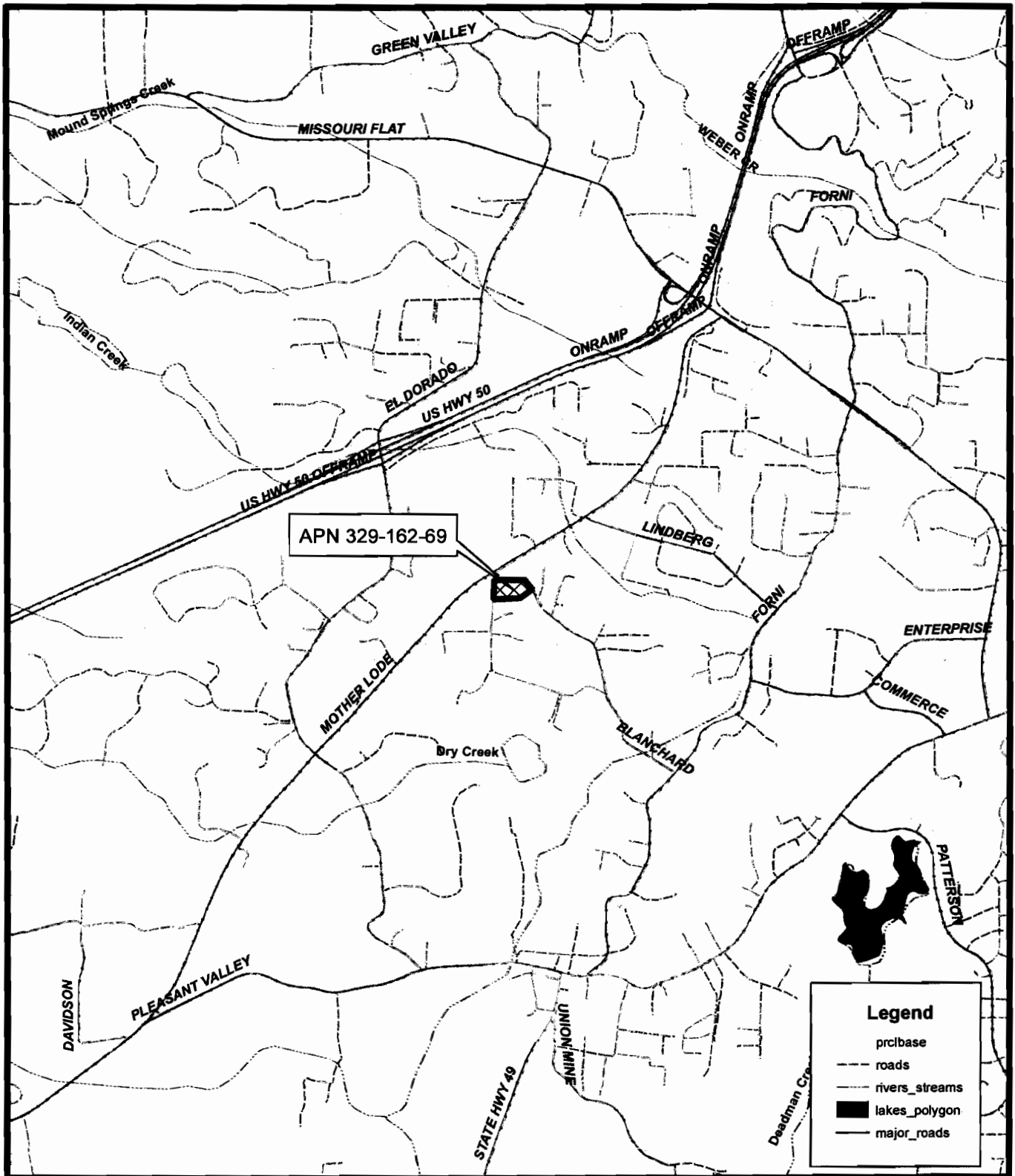
Staff prepared an Initial Study (Exhibit M) to determine any project-related impacts on the environment. Based on the Initial Study, staff determined that this project would reduce the potential of significant impacts by implantation of mitigation measures and a Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA).

**NOTE:** This project is located within or adjacent to an area which has wildlife resources (riparian lands, wetlands, watercourse, native plant life, rare plants, threatened and endangered plants or animals, etc.), and was forwarded to the California Department of Fish and Game for review and comments. In accordance with State Legislation (California Department of Fish and Game Code Section 711.4 and Senate Bill 1535), the project is subject to a fee of \$1,800.<sup>00</sup> after approval, but prior to the County filing the Notice of Determination on the project. This fee, plus a \$50.<sup>00</sup> processing fee, is to be submitted to Planning Services and must be made payable to El Dorado County. The fee is used to help defray the cost of managing and protecting the state's fish and wildlife resources and will be forwarded to the California Department of Fish and Game via the County Recorder's Office.

**RECOMMENDATION:** Recommend approval

# Vicinity Map - Panorama View

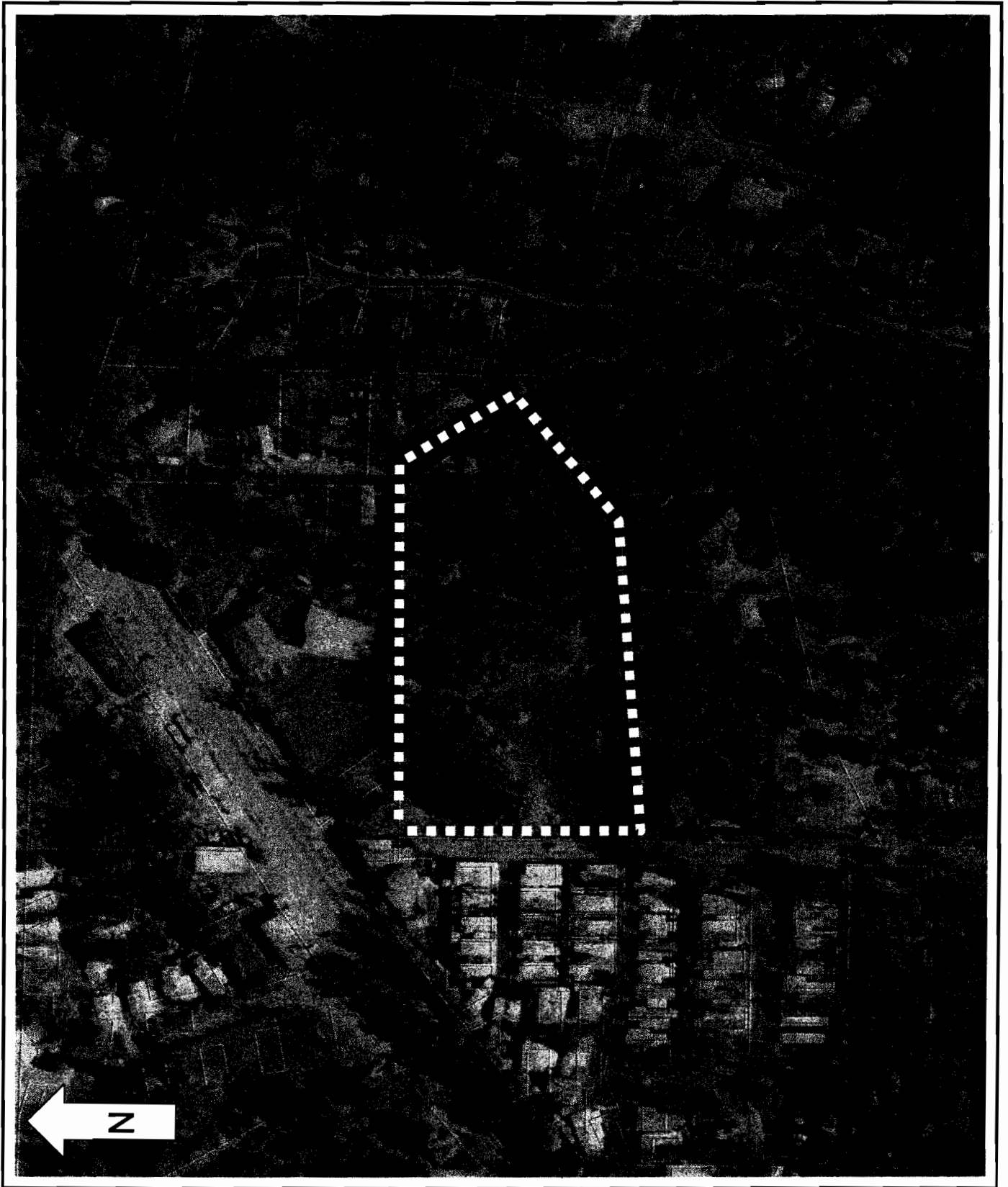
## Z07-0019, PD07-0014, TM06-1417



**EXHIBIT A**

# Aerial Map

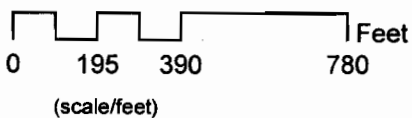
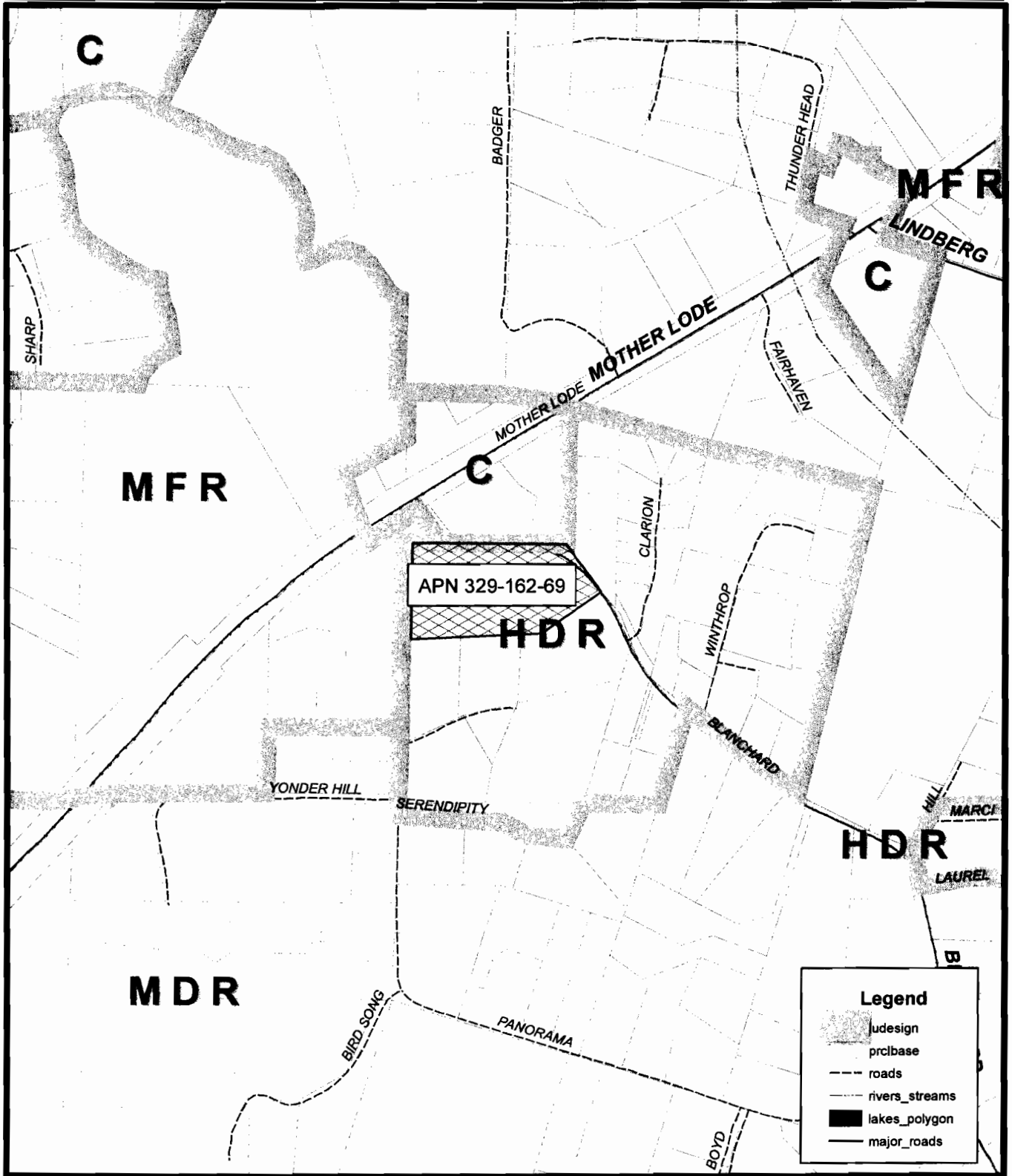
Panorama View Z07-0019/PD07-0014/TM06-1417



**EXHIBIT B**

# General Plan Land Use Map - Panorama View

## Z07-0019, PD07-0014, TM06-1417

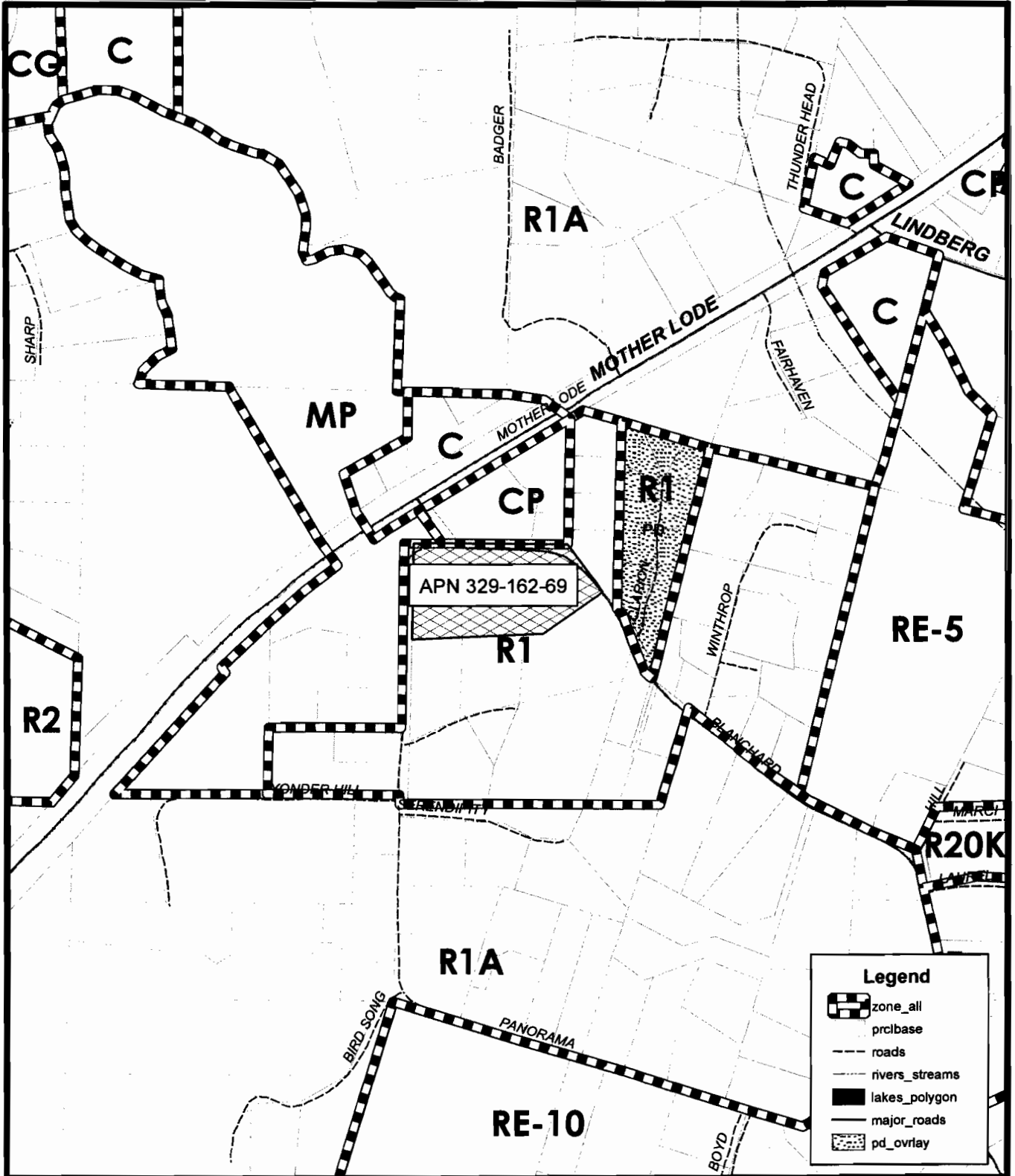


**EXHIBIT C**



# Zone Map - Panorama View

## Z07-0019, PD07-0014, TM06-1417



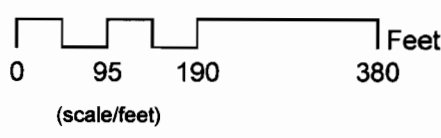
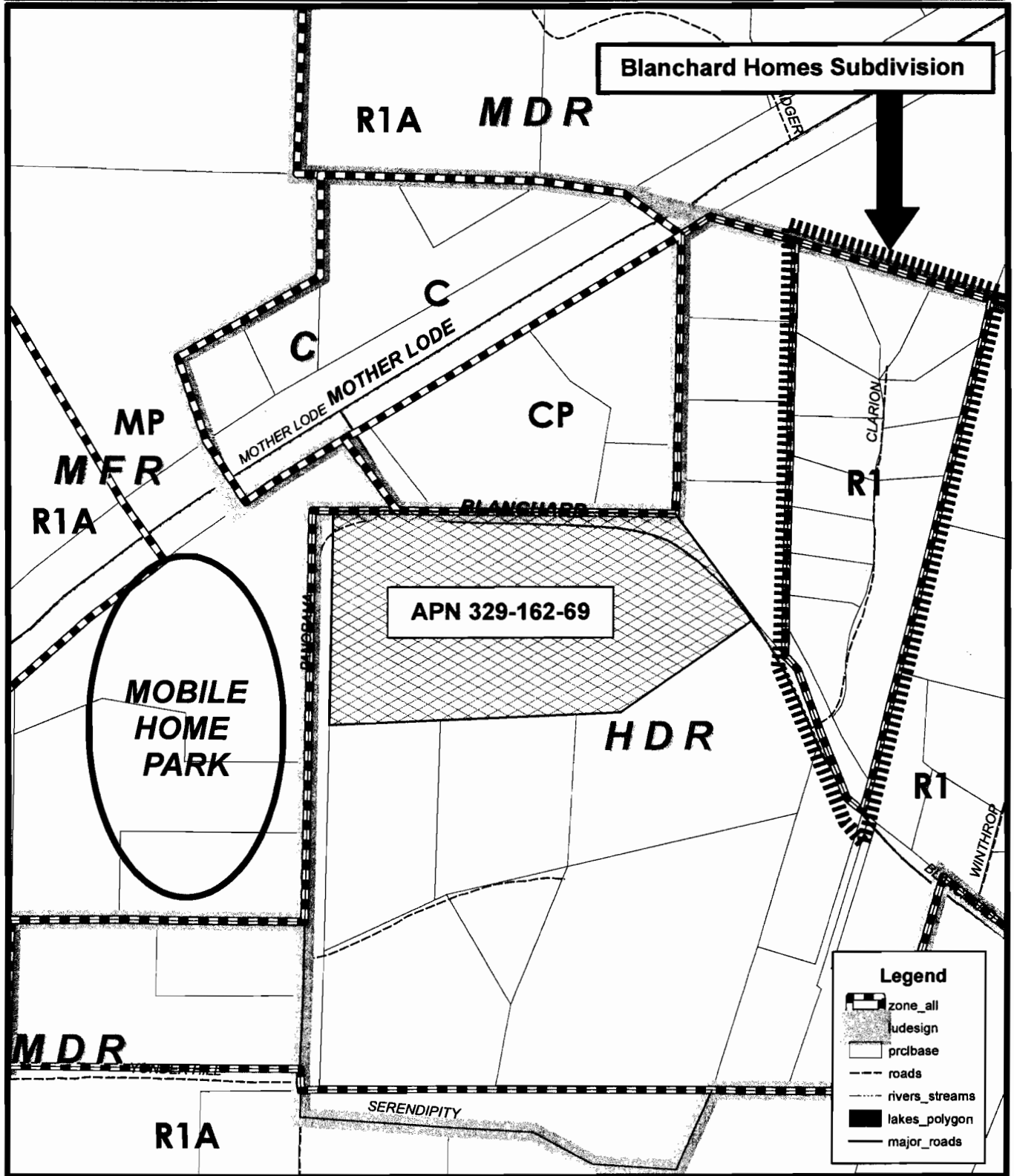
**Legend**

- zone\_all
- prclbase
- roads
- rivers\_streams
- lakes\_polygon
- major\_roads
- pd\_overlay



**EXHIBIT D**

# Project Site vs. Blanchard Homes Subdivision Panorama View, Z07-0019/PD07-0014/TM06-1417



**EXHIBIT E**

# Plan Types, Development Regs/PD Deviations

## Panorama View Z07-0019, PD07-0014, TM06-1417

### Panorama View Subdivision Z07-0019/PD07-0014/TM06-1417

required setbacks front = 20' side=5' rear=15' minimum parcel size 6000 sq ft minimum parcel width 60' maximum lot coverage 35% max maximum building height 40'

Lot	Floor Plan	setbacks			parcel size	parcel width	lot coverage	building height*	special notes
		front	side	rear					
1	A3B	15'	3' / 5'	15'	2613.79	32'	41%	24' 9"	
2	A3B	23'	3' / 5'	35'	3081.67	32	35%	24' 9"	
3	A3B	23'	3' / 5'	44'	3324.28	32	32%	24' 9"	
4	A3B	27'	3' / 5'	44'	3374.11	32'	32%	24' 9"	
5	A3B	25'	3' / 5'	22'	2945.92	32	37%	24' 9"	
6	A3B	25'	3' / 5'	15'	2470.49	32	44%	24' 9"	
7	A3B	25'	3' / 5'	15'	2486.88	32'	43%	24' 9"	
8	A3C	27'	3' / 5'	15'	3463.82	32' Front / 66' Rear	31%	24' 9"	
9	A3C	33'	3' / 5'	15'	3132.84	32' Front / 44' Rear	34%	24' 9"	
10	A3A	19'	3' / 5'	44'	3264.30	32'	33%	24' 9"	
11	A3A	27'	3' / 5'	40'	3515.45	32	31%	24' 9"	
12	A3A	25'	3' / 5'	40'	3611.03	32	30%	24' 9"	
13	A3A	25'	3' / 5'	40'	3606.47	32'	30%	24' 9"	
14	A3A	25'	3' / 5'	40'	3456.01	32	31%	24' 9"	
15	A3A	25'	3' / 5'	35'	3184.25	32	34%	24' 9"	
16	A3A	20'	3' / 5'	38'	3064.19	32'	35%	24' 9"	
17	A3A	24'	3' / 5'	30'	2890.90	32	37%	24' 9"	
18	A3A	11'	3' / 5'	56'	2919.21	32	37%	24' 9"	
Open Space Lot					43500.00				
Tot Lot					3872.00				

\*Building heights are approx. & measured from the lowest grade

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Open Space Summary  
 Lot size: 3.82 Acres x 43,560 sq ft per Acre= 157,687 sq ft.  
 30% of lot = 47,306 sq ft of open space needed  
 Current Open Space = 43,500 + 3,612 = 47,112 of Open Space provided

# Plan Set (1 of 9)

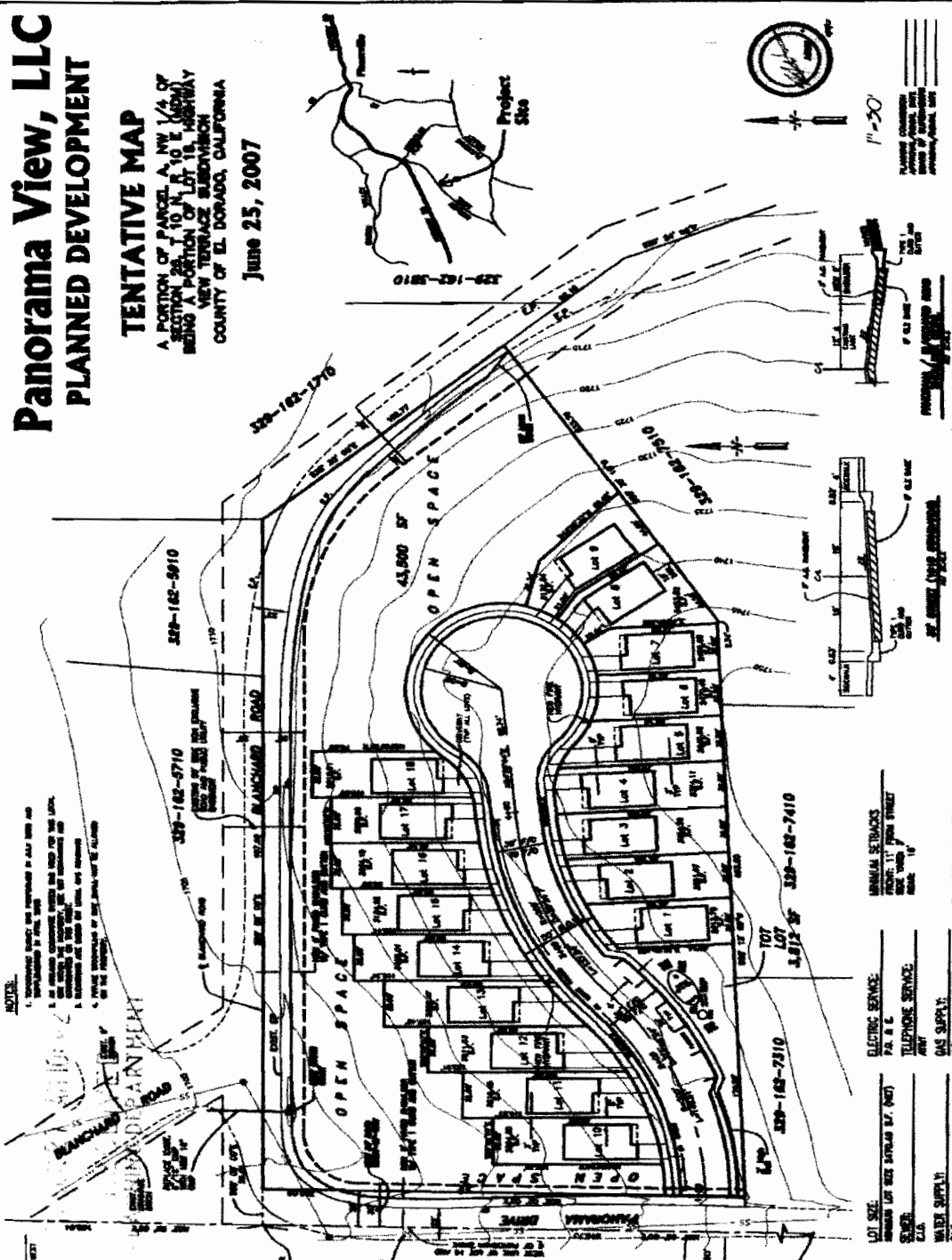
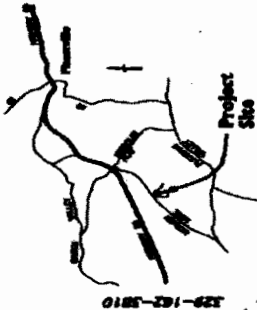
Panorama View Z07-0019, PD07-0014, TM06-1417

## Panorama View, LLC PLANNED DEVELOPMENT

### TENTATIVE MAP

A PORTION OF PARCEL A, NW 1/4 OF SECTION 36, T10N, R10E, S20E, BEING A PORTION OF LOT 18, SUBDIVISION NEW TERRACE SUBDIVISION COUNTY OF EL DORADO, CALIFORNIA

June 25, 2007



- NOTES:**
1. INFORMATION SUBJECT TO THIS MAP IS BASED ON A FIELD SURVEY CONDUCTED BY THE ENGINEER ON OR ABOUT JULY 10, 2007.
  2. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF UNLESS OTHERWISE NOTED.
  3. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
  4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
  5. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.

**BASES OF BEARINGS**

THE BEARINGS OF THE LINES AND CURVES OF THIS MAP ARE BASED ON THE BEARING OF THE LINE OF LOT 18 OF PARCEL A, NW 1/4 OF SECTION 36, T10N, R10E, S20E, BEING A PORTION OF LOT 18, SUBDIVISION NEW TERRACE SUBDIVISION COUNTY OF EL DORADO, CALIFORNIA.

**DRIVEWAY DIMENSION TABLE**

DRIVEWAY WIDTH	DRIVEWAY LENGTH
10 FT	10 FT
12 FT	12 FT
14 FT	14 FT
16 FT	16 FT
18 FT	18 FT
20 FT	20 FT
22 FT	22 FT
24 FT	24 FT
26 FT	26 FT
28 FT	28 FT
30 FT	30 FT

**DEVELOPER / OWNER:**  
PANORAMA VIEW, LLC  
10000 W. 100TH AVENUE, SUITE 100  
DENVER, CO 80231

**ENGINEER:**  
DANIEL J. BROWN, P.E.  
10000 W. 100TH AVENUE, SUITE 100  
DENVER, CO 80231

**ASSESSOR'S PARCEL NUMBER:**  
339-162-48

**PARCEL INFORMATION**

18 LOTS  
OPEN SPACE = 208 AREA  
TOTAL AREA = 208 AREA

**EXISTING USE:**  
UNDEVELOPED

**PROPOSED USE:**  
SINGLE FAMILY RESIDENCES

**EXISTING ZONING:**  
R-1

**PROPOSED ZONING:**  
PD-1

**FIRE PROTECTIVE:**  
N/A

**PAVED SURFACE:**  
N/A

- LOT SIZE:**  
MINIMUM LOT SIZE SURFACE S.F. (NET)
- ELECTRIC SERVICE:**  
P.A. & C.
- TELEPHONE SERVICE:**  
N/A
- GAS SUPPLY:**  
N/A
- CABLE TELEVISION:**  
CONCEPT
- MINIMUM SETBACKS:**  
FRONT: 10 FT FROM STREET  
SIDE: 5 FT  
REAR: 10 FT

<b>TENTATIVE MAP</b>		<p><b>PANORAMA VIEW</b> El Dorado County APN 339-162-69</p>	<p><b>TM-1</b></p>
<p>DATE: 6/25/07</p> <p>BY: [Signature]</p>	<p>SCALE: 1" = 20'</p>		

# Plan Set (2 of 9)

Panorama View Z07-0019, PD07-0014, TM06-1417

## Panorama View, LLC PLANNED DEVELOPMENT PRELIMINARY GRADING PLAN

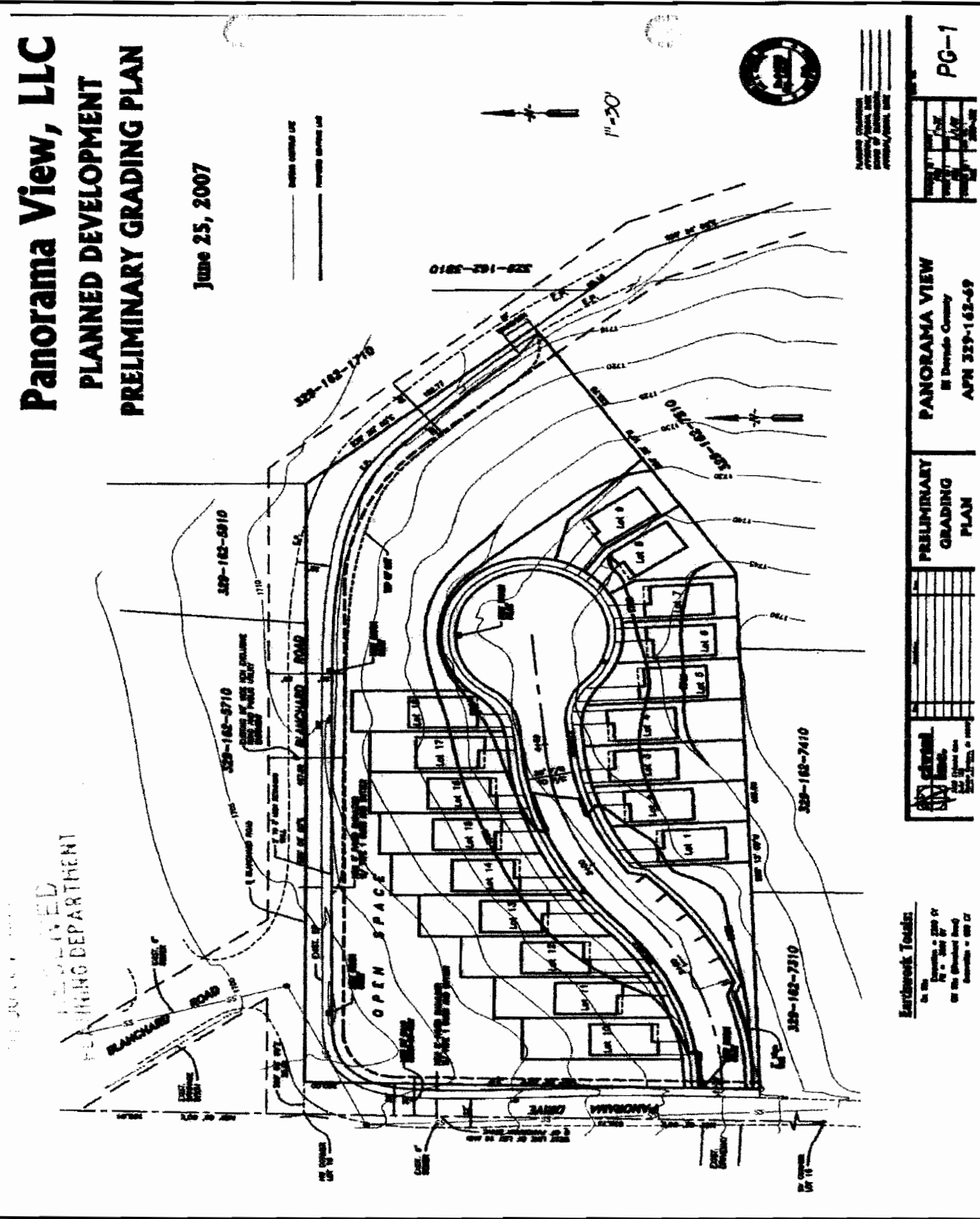
June 25, 2007

EXISTING ELEVATION  
PROPOSED ELEVATION



PLANNED DEVELOPMENT  
APR 25, 2007  
APR 25, 2007  
APR 25, 2007

PG-1



**PANORAMA VIEW**  
Bl Davis County  
APN 329-162-69

**PRELIMINARY GRADING PLAN**

NO.	DESCRIPTION	DATE
1	PRELIMINARY GRADING PLAN	06/25/07
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
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9	REVISION	
10	REVISION	
11	REVISION	
12	REVISION	
13	REVISION	
14	REVISION	
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17	REVISION	
18	REVISION	
19	REVISION	
20	REVISION	

**Horizontal Ties:**  
 To the  
 1/2" = 100' OF  
 OF THE BLANCHARD ROAD  
 1/2" = 100' OF

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



**Agenda of:** October 11, 2007  
**Item No.:** 7.b.  
**Staff:** Roman Anissi

**REZONE, PLANNED DEVELOPMENT, TENTATIVE MAP**

**FILE NUMBER:** Z07-0019/PD07-0014/TM06-1417

**OWNER:** Panorama View LLC

**APPLICANT:** Suzanne Sparacio, PhD

**REQUEST:** Request for a rezone from One-Family Residential (R1) to One-Family Residential-Planned Development (R1-PD), planned development, and tentative map to create and construct 18 single-family detached homes on lots ranging in size between 2,470 to 3,611 square feet, creation of a 43,500 square foot open space parcel, and to creation and construction a 3,812 square foot tot lot. Each home proposes 2-story construction with habitable and garage floor areas as follows: Lots 1 thru 7 will provide 1,383 square feet of living area with a 210 square foot garage, Lots 8 and 9 will provide 1,720 square feet of living area with a 210 square foot garage, Lots 10 thru 18 will provide 1,403 square feet of living area with a 208 square foot garage. With exception to the rear yard property line on Lots 10 thru 17 where a 6-foot sound barrier wall will be installed and on the eastern property line of Lots 9 and 18 where a 6-foot tall open black aluminum view fence will be installed, all other backyard fencing of residential private lots shall be constructed from wood. Front yards of residential lots, project site entry and the tot lot would be landscaped and irrigated. Four-foot wide sidewalks and on-street parking spaces will be available on the on-site road easement. Deviations with the PD requests to reduce minimum lot size from the required 6,000 square feet to allow lots ranging between 2,470 and 3,611 square feet, to reduce the lot width from the required 60 feet to 32 feet, to allow a one-car garage where two spaces not in tandem are required, to allow lot coverage between 30 and 44 percent where a maximum 35 percent is allowed, and to allow a three foot

tall retaining wall on a common area open space lot near the entrance of the subdivision. One of the 18 units will be designated as a moderate income unit for a period of 20 years to be sold to qualifying moderate income households.

**LOCATION:** South side of Panorama Drive directly south of the intersection of Panorama Drive and Blanchard Drive in the Diamond Springs-El Dorado Community Region, Supervisorial District III. (Exhibit B)

**APN(s):** 329-162-69

**ACREAGE:** 3.62 acres

**GENERAL PLAN:** High Density Residential (HDR) (Exhibit D)

**ZONING:** One-Family Residential (R1) (Exhibit E)

**ENVIRONMENTAL DOCUMENT:** Negative Declaration

**SUMMARY RECOMMENDATION:** Recommend conditional Approval

**BACKGROUND:**

This property is a portion of a 7.24-acre parcel A of a two-parcel tentative parcel map (78-140) approved on June 2, 1978. The County Surveyor issued the map certificate of conformance to the Subdivision Map Act and local ordinance for PM78-140 on July 12, 1978 and the County Recorder's Certificate filed this map on the same date in Book 20 of Parcel Maps at page 92 at the request of Nelson Dawson as County Recorder's Document Number 31334. The 3.62-acre portion of the 7.24-acre site was subsequently issued a Certificate of Compliance (COC 05-0050) in 2005 to legalize this smaller portion as a separate lot.

This project was initially submitted on June 5, 2006 to El Dorado County Planner Services as a six lot single-family residential subdivision and included a remainder lot that was to be set aside for future multi-family residential development. Based on the input received by the various County agencies at the project's October 2, 2006 Technical Advisory Committee (TAC) meeting, the applicant decided to redesign the project in order to achieve the maximum potential density of 18 units. The redesign resulted in the current application that provides a clustered single-family detached development concept, major road and infrastructure improvements, and innovative design solutions to maximize development while minimizing, to the greatest extent practical, impacts to sensitive site resources.

# Lot-by-Lot Floorplans, Elevations, Materials (5 of 13)

## Panorama View Z07-0019, PD07-0014, TM06-1417

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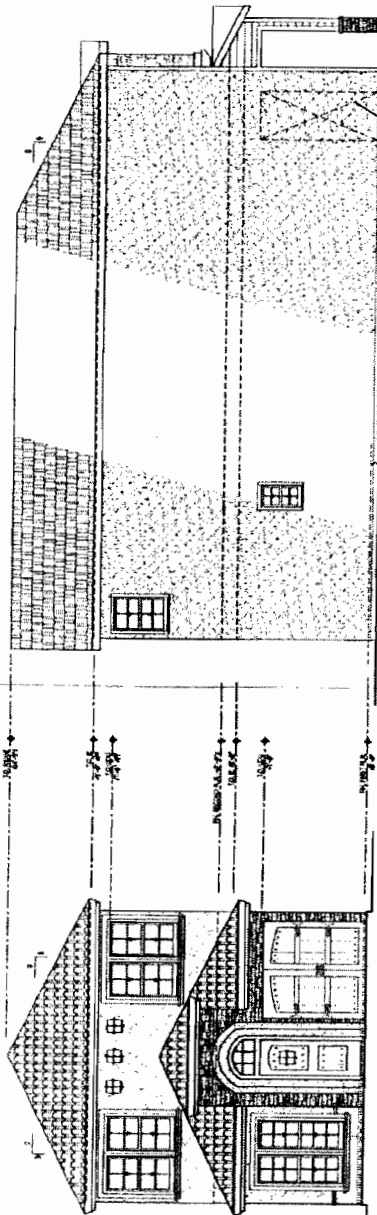
TNT Drafting Design  
 Keith D. Todd  
 Peter Dahlstrom  
 1500 North Circle  
 San Luis, CA

PANORAMA VIEW LLC  
 PANORAMA DEVELOPMENT  
 PANORAMA DRIVE  
 PLACERVILLE, CA

EXTENDED  
 ELEVATION

DATE: 11/11/14  
 DRAWN BY: J. J. JENSEN  
 CHECKED BY: J. J. JENSEN  
 APPROVED BY: J. J. JENSEN  
 PROJECT NO.: Z07-0019, PD07-0014, TM06-1417  
 SHEET NO.: 5  
 TOTAL SHEETS: 13

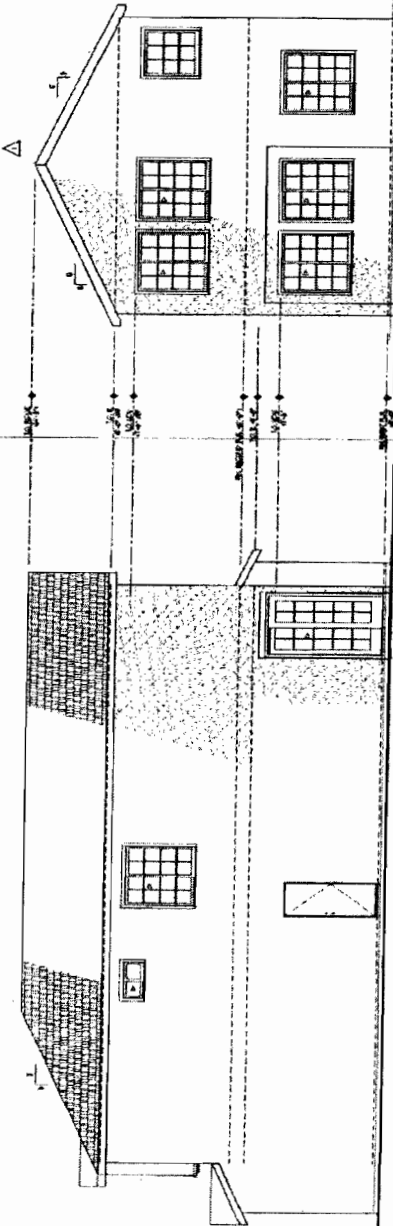
A3C



RIGHT SIDE ELEVATION  
 (B) 1/4"

FRONT ELEVATION  
 (A) 1/4"

**MATERIALS:**  
 1. SIDING  
 2. G.V. 1/2" BRICK  
 3. 1" x 6" BRICK  
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 99. 1" x 6" BRICK  
 100. 1" x 6" BRICK



REAR ELEVATION  
 (D) 1/4"

LEFT SIDE ELEVATION  
 (C) 1/4"



# Lot-by-Lot Floorplans, Elevations, Materials (6 of 13)

## Panorama View Z07-0019, PD07-0014, TM06-1417

Panorama View Residential Subdivision Color Board Tuscan Style Home



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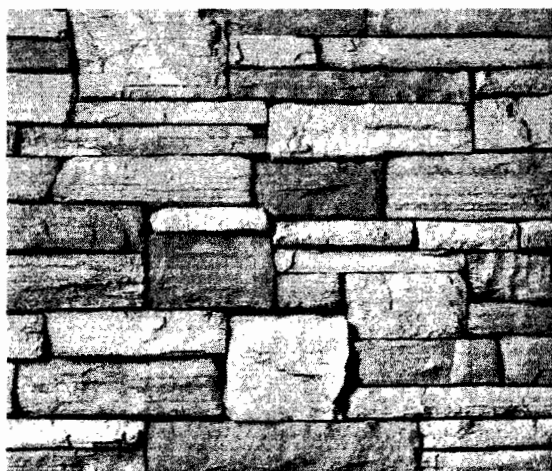
Capistrano Sunrise Blend Roof Tiles

Roof Color Option A: Terracotta Brown Blend



Capistrano Sunrise Blend Roof Tiles

Roof Color Option B: Medium Terracotta Brown Blend



Cultured Ledge Stone

Color: Caramel

**Z 07-0019/PD 07-0014**  
**TM 06-1417**

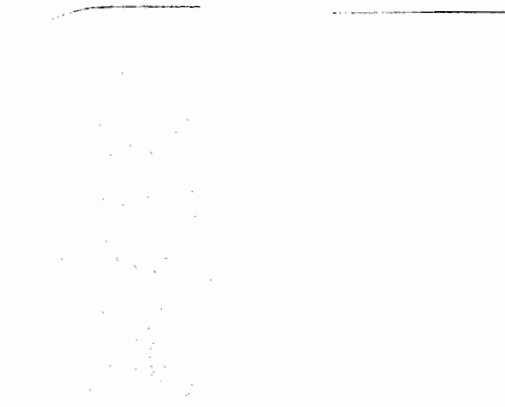
# Lot-by-Lot Floorplans, Elevations, Materials (7 of 13)

## Panorama View Z07-0019, PD07-0014, TM06-1417

Panorama View Residential Subdivision Color Board Tuscan Style Home  
 Kelly Moore Paint Colors

### Paint Color Group Option A

### Paint Color Group Option B

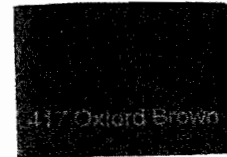


231 Spanish Sand

KM4003-1  
Simply Tan



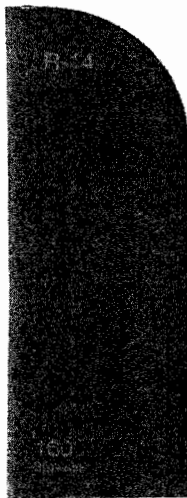
Body  
Gold Promise



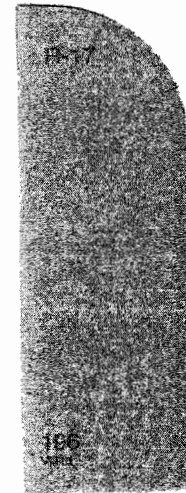
Trim  
Oxford Brown

Body  
Spanish Sand

Trim  
Simply Tan



Door Option G  
Bravado



Door, Shutter and/or 2<sup>nd</sup> Trim Option H  
Villita

Note: All colors represented are reproduced and should be verified against vendor's company color chips for true color, hue, and tone.

# Lot-by-Lot Floorplans, Elevations, Materials (8 of 13)

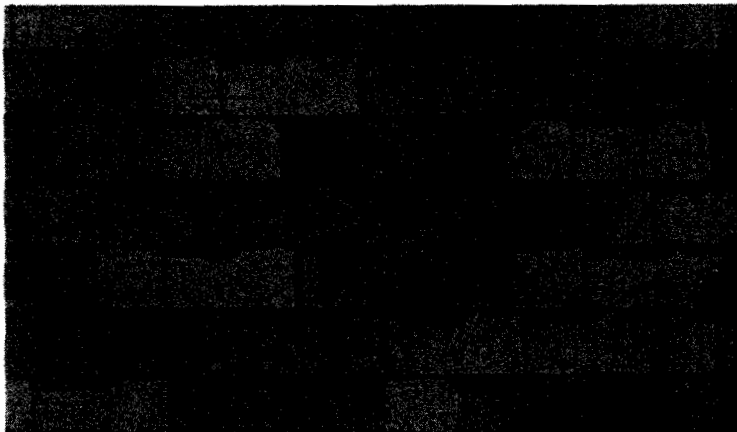
## Panorama View Z07-0019, PD07-0014, TM06-1417

Panorama View Residential Subdivision: Craftsman Style Home



CertainTeed Landmark Shingles

Roof Color Option E: Burnt Sienna



CertainTeed Landmark Shingles

Roof Color Option F: Aged Bark



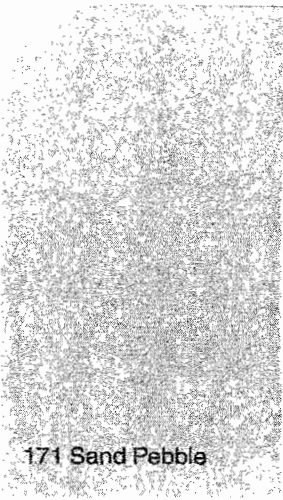
Cultured Ledge Stone – Color: Shale

# Lot-by-Lot Floorplans, Elevations, Materials (9 of 13)

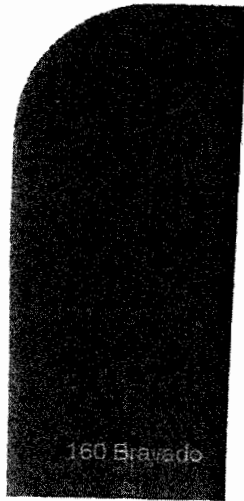
## Panorama View Z07-0019, PD07-0014, TM06-1417

Panorama View Residential Subdivision: Craftman Style Home  
Kelly Moore Paint Colors

### Paint Color Group Option E



171 Sand Pebble

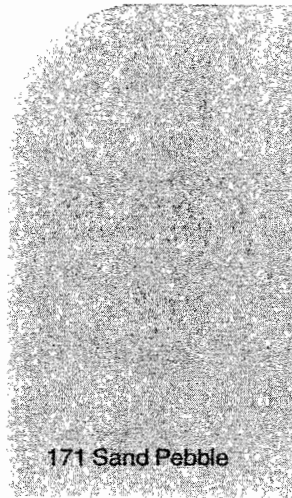


160 Bravado

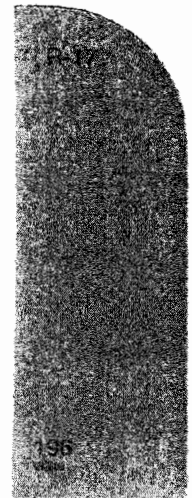
Body  
Sand Pebble

Trim  
Bravado

### Paint Color Group Option F



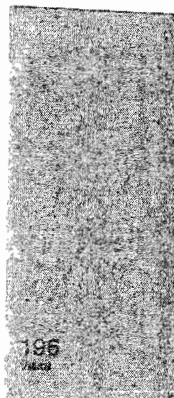
171 Sand Pebble



196 Villita

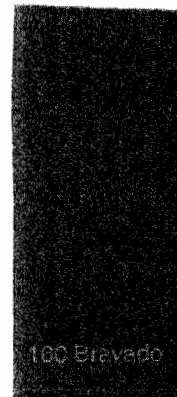
Body  
Sand Pebble

Trim  
Villita



196 Villita

Door, Shutter, and/or 2<sup>nd</sup> Trim Option K  
Villita



160 Bravado

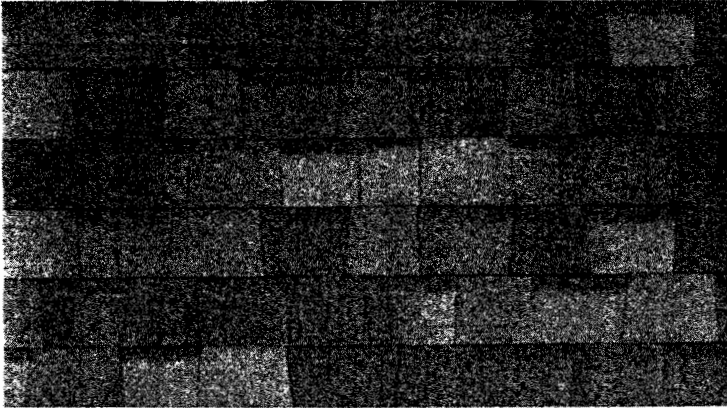
Door, Shutter, and/or 2<sup>nd</sup> Trim Option L  
Bravado

Note: All colors represented are reproduced and should be verified against vendor's company color chips for true color, hue, and tone.

# Lot-by-Lot Floorplans, Elevations, Materials (10 of 13)

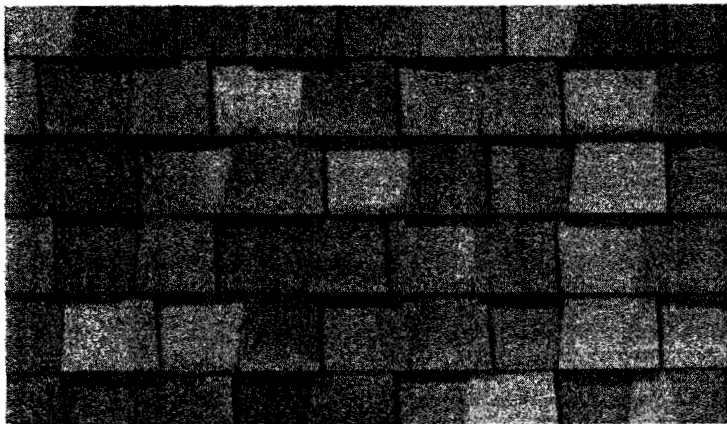
## Panorama View Z07-0019, PD07-0014, TM06-1417

Panorama View Residential Subdivision Color Board - Country Style Home



CertainTeed Landmark Shingles

Roof Color Option C: Resawn Shake



CertainTeed Landmark Shingles

Roof Color Option D: Chestnut



Cultured River Rock

Color-Mackinac River Rock

# Lot-by-Lot Floorplans, Elevations, Materials (11 of 13)

## Panorama View Z07-0019, PD07-0014, TM06-1417

Panorama View Res. Subdivision Color Board Country Style Home  
 Kelly Moore Paint Colors

### Paint Color Group Option C

### Paint Color Group Option D

168 Full Sun

23 Swiss Coffee

KM3532-1 Natural Raffia

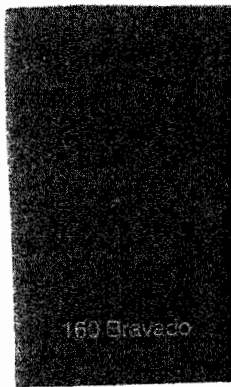
23 Swiss Coffee

Body  
Full Sun

Trim  
Swiss Coffee

Body  
Natural Raffia

Trim  
Swiss Coffee



Door, Shutter and/or 2<sup>nd</sup> Trim Option I  
Bravado

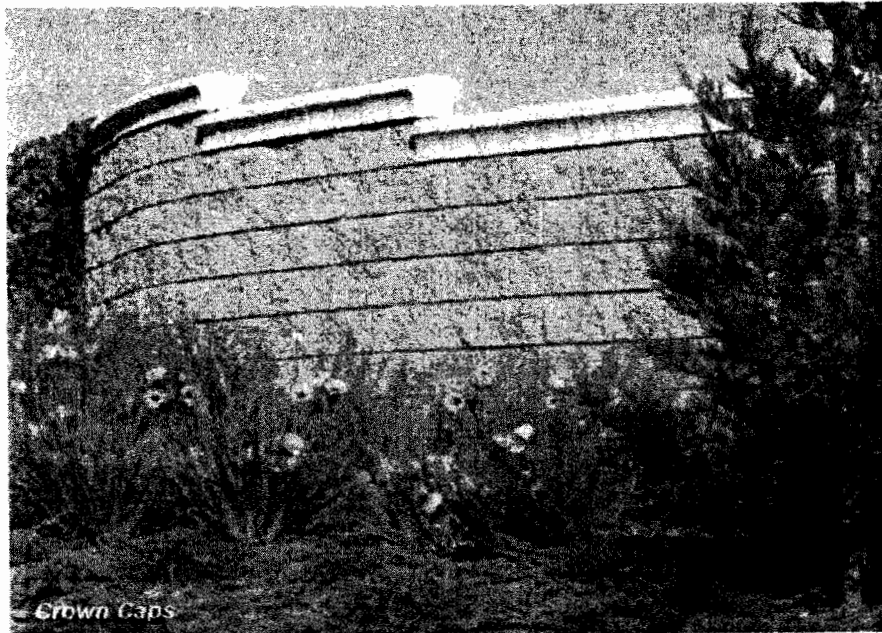
Door, Shutter and/or 2<sup>nd</sup> Trim Option J  
Green Thumb

Note: All colors represented are reproduced and should be verified against vendor's company color chips for true color, hue, and tone.

# Lot-by-Lot Floorplans, Elevations, Materials (12 of 13)

## Panorama View Z07-0019, PD07-0014, TM06-1417

### Panorama View: Sound Barrier Rear Fence: Lots 10-17 only



6' Foot High Block wall: Basalite, Proto II type wall with optional crown cap.



Color: Basalite D345 Split Face or similar neutral color.

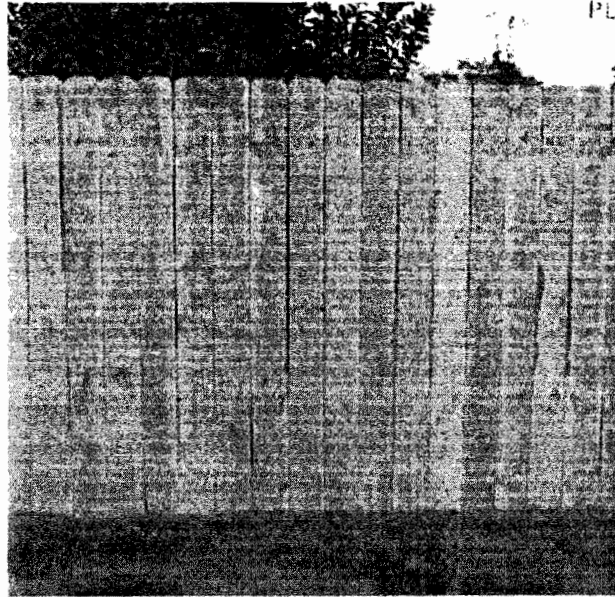
RECEIVED  
PLANNING DEPARTMENT  
JUN 18 2008 11:43

**Lot-by-Lot Floorplans, Elevations, Materials (13 of 13)**  
**Panorama View Z07-0019, PD07-0014, TM06-1417**

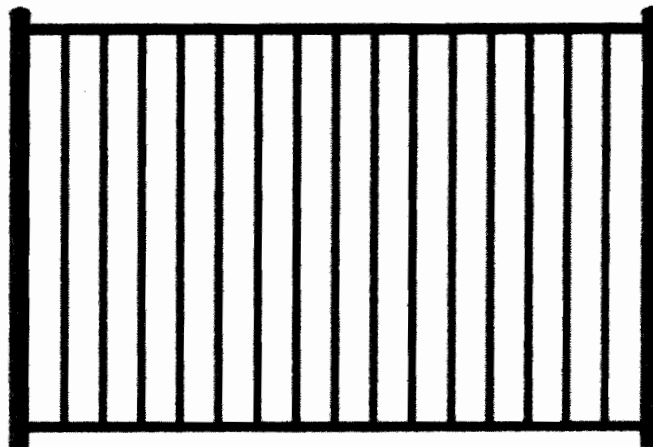
**Panorama View Residential Subdivision**  
**Fencing**

MAY 16 AM 10:23  
RECEIVED  
PLANNING DEPARTMENT

**Z 07-0019/PD 07-0014**  
**TM 06-1417**



All Lots: front, side and rear yards (see exception below for lots 9 & 18)  
6' Wood Fencing. Color: Natural or Brown Paint

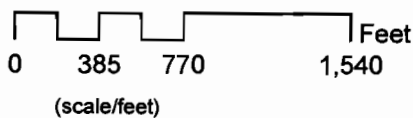
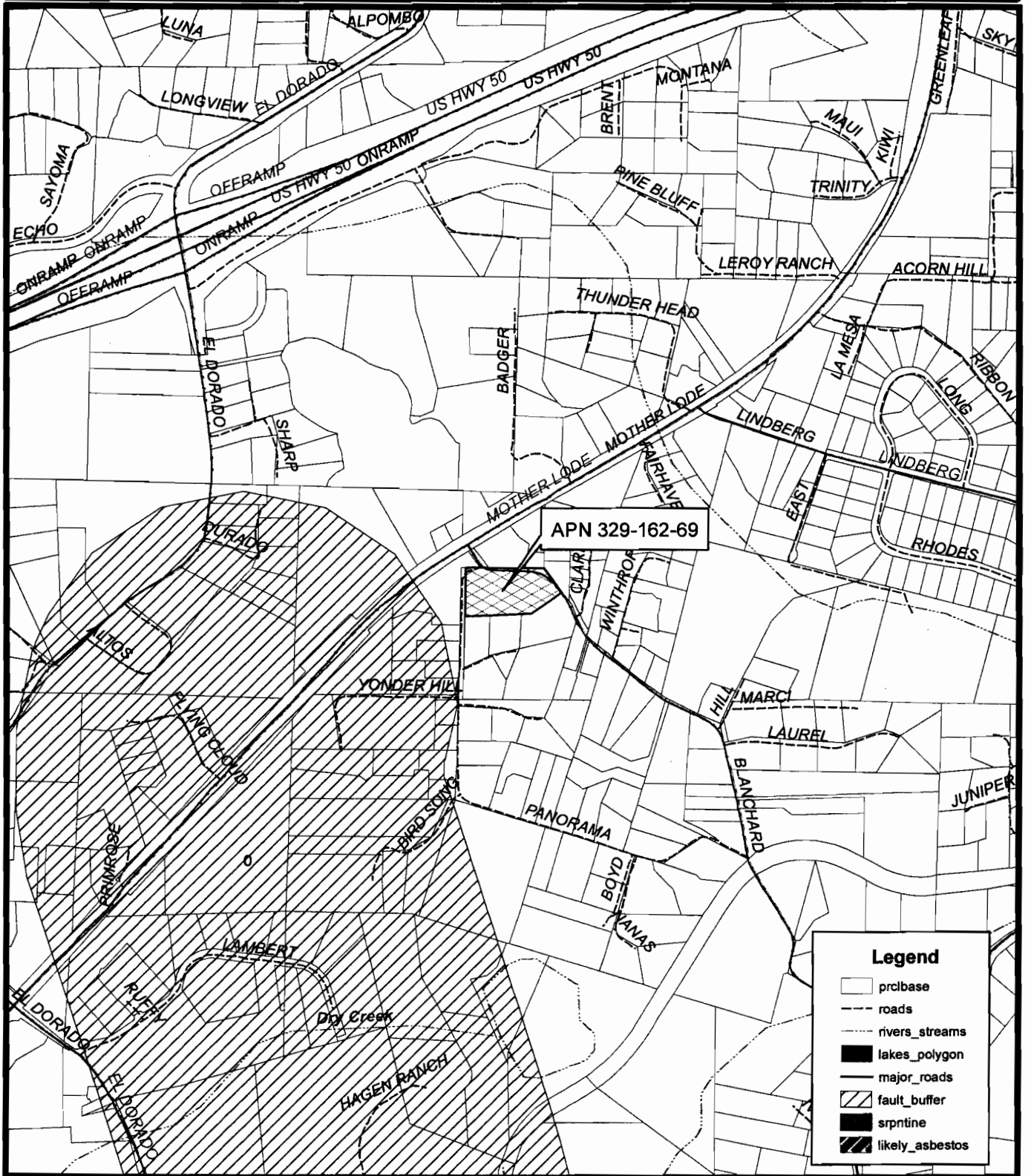


East Side Yard Fence Facing Open Space on Lots 9 & 18 only (the west side yard and back yard will be the wood fencing shown above):  
High Strength Aluminum Fencing (no rusting). Color: Black



# Fault Line Buffer Map

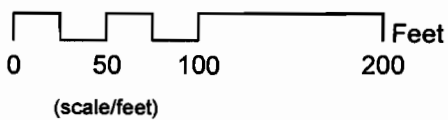
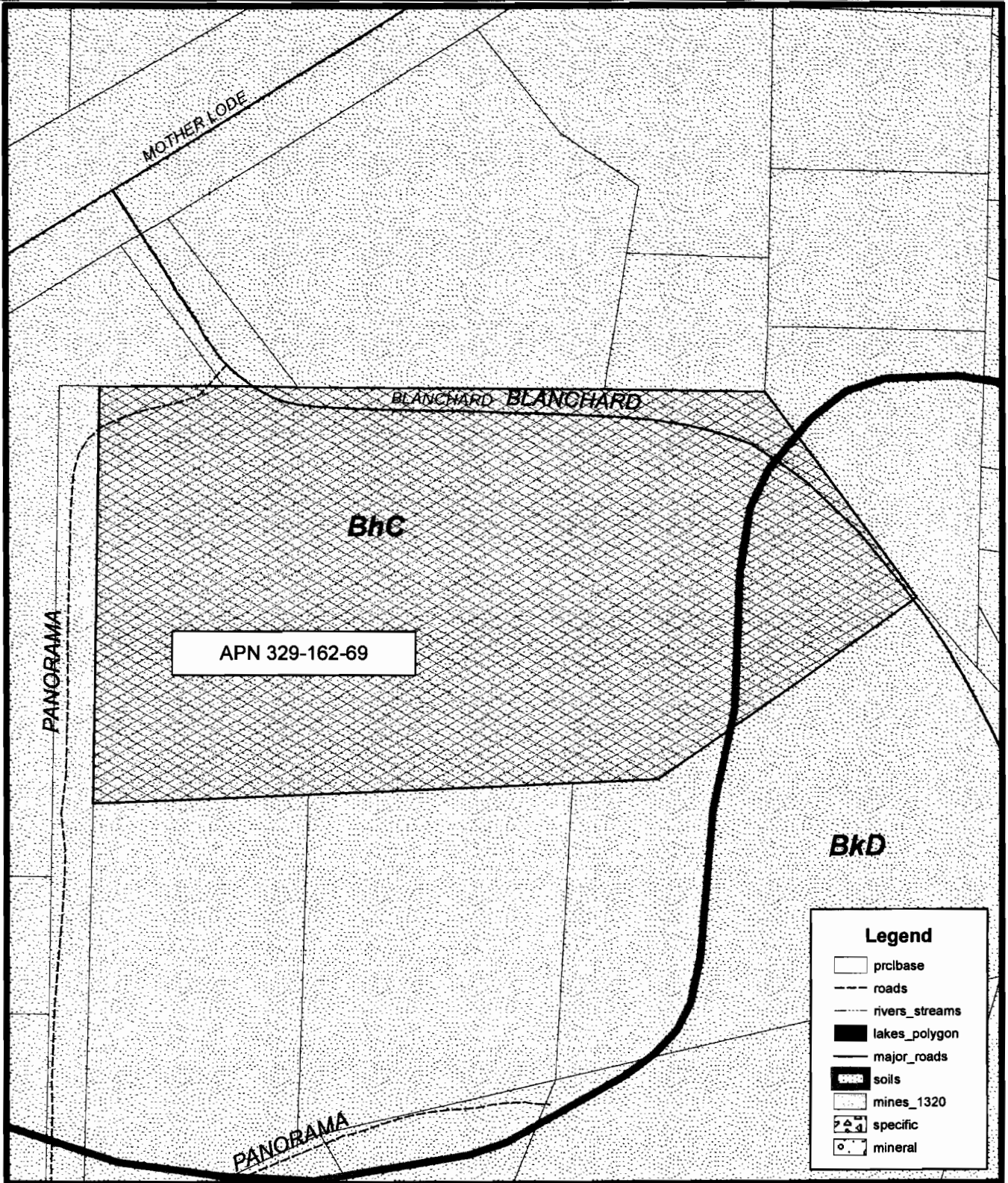
## Panorama View, Z07-0019/PD07-0014/TM06-1417



**EXHIBIT I**

# Soils Map - Panorama View

## Z07-0019, PD07-0014, TM06-1417



**EXHIBIT J**

# Parcel Map (20-92)

Panorama View Z07-0019, PD07-0014, TM06-1417

## PARCEL MAP

A PORTION OF THE NW 1/4 OF SEC 26,  
T10N, R10E, M.D.M.

Being a portion of Lot 16, Highway View Terrace  
Subdivision

COUNTY OF EL DORADO, CALIFORNIA  
JUNE, 1978 SCALE 1"=100'

JOHN T. RICHARDS ~ LAND SURVEYOR

### SURVEYOR'S CERTIFICATE

This map was prepared by me or under my direction and is based upon a field survey in conformance with the requirements of the Subdivision Map Act of the request of Nelson Dawson on April 8, 1978. I hereby state that the parcel map procedures of the local agency have been complied with and that this parcel map conforms to the approval thereof which were required to be fulfilled prior to the filing of this parcel map.

*John T. Richards*  
JOHN T. RICHARDS LS 4117

### COUNTY SURVEYOR'S CERTIFICATE

This map conforms with the requirements of the Subdivision Map Act and local ordinance.

Dated July 14, 1978



*Fred S. DeBerry*  
FRED S. DEBERRY LS 4103  
County Surveyor  
County of El Dorado

### COUNTY RECORDER'S CERTIFICATE

Filed this 22<sup>nd</sup> day of July, 1978, at 11:20 A.M. in Book 468 of Parcel Maps at page 38, at the request of Nelson Dawson.

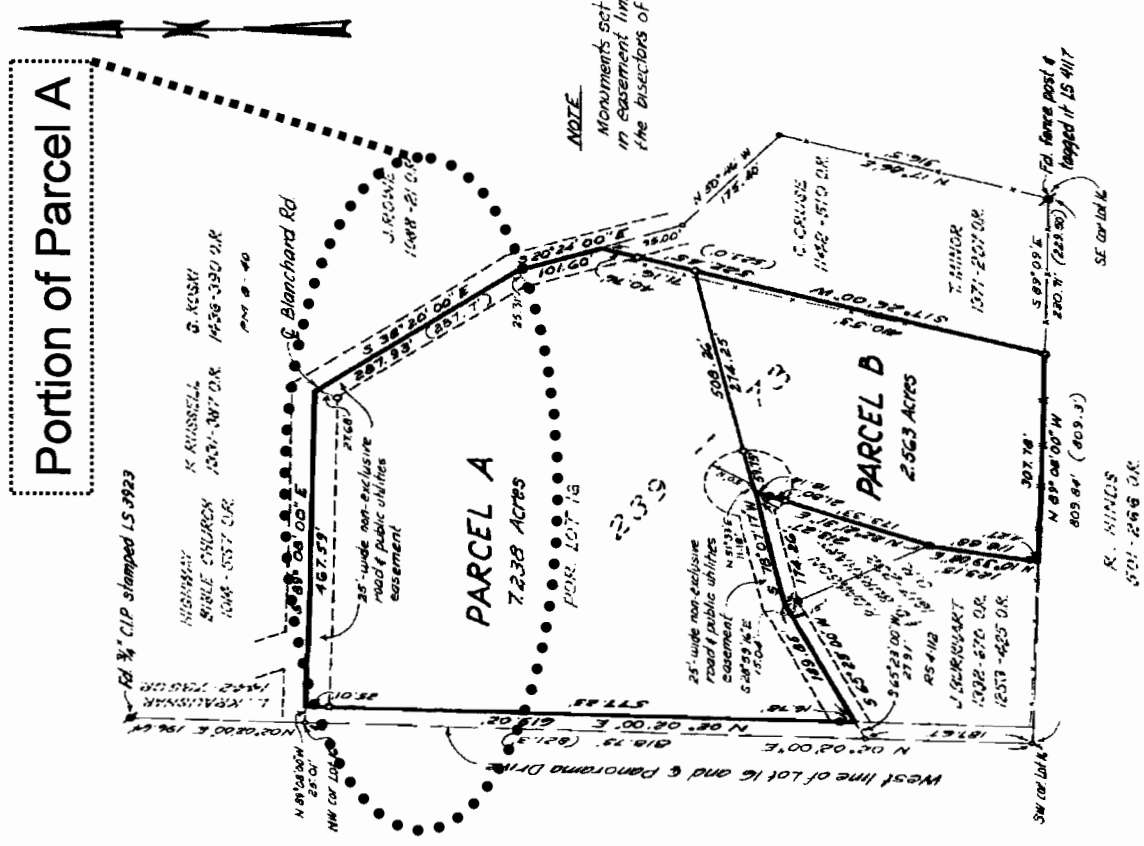
Doc. No. 21,334

*James W. Swisher*  
JAMES W. SWISHER  
County Recorder  
County of El Dorado

*By: Leahy of Bell*  
Deputy

20-92

Tentative Parcel Map P 78-140 Approved June 2, 1978



**LEGEND**

- Set 1/4" C.I.P. stamped LS 4117
- Set 1/4" C.I.P. stamped LS 4117
- Set 1/4" C.I.P. stamped LS 4117
- Fence line

**REFERENCE**

- Subd A-5
- RS 4-112
- PM 8-40
- BLA 1952-670

**BASIS OF BEARINGS**

The meridian of this survey is identical to that of RS 4-112 and is True North.

**NOTE**

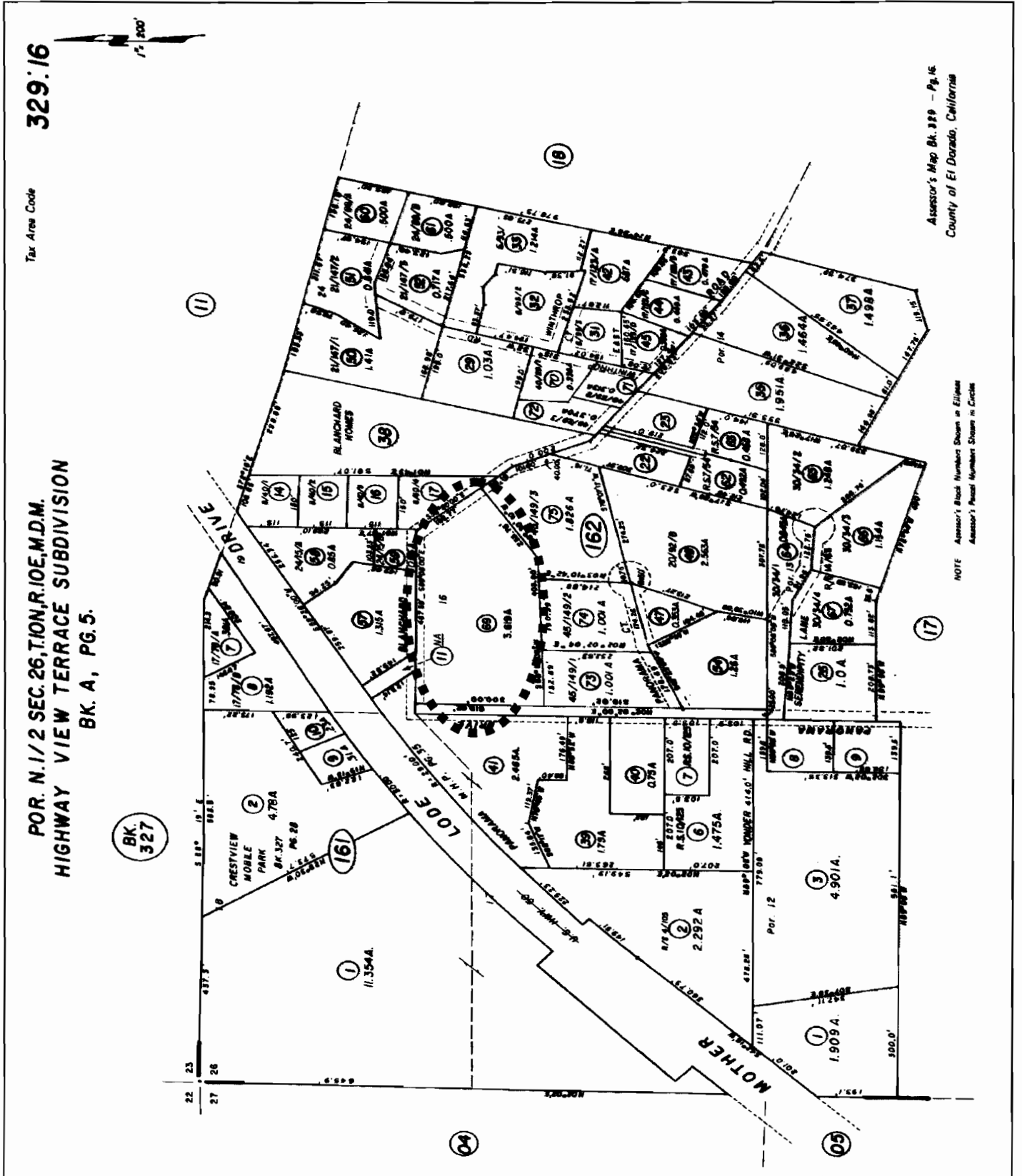
Monuments set at angle points in easement lines and set on the bisectors of the angles.

20-92

Existing Assessor's Parcel No 329162-46

# Assessor's Map

Panorama View Z07-0019, PD07-0014, TM06-1417



Tax Area Code 329.16

POR. N. 1/2 SEC. 26, T. 10N., R. 10E., M. D.M.  
 HIGHWAY VIEW TERRACE SUBDIVISION  
 BK. A, PG. 5.

BK. 327

Assessor's Map Bk. 327 - Pg. 15  
 County of El Dorado, California

NOTE: Assessor's Block Numbers Shown in Ellipses  
 Assessor's Parcel Numbers Shown in Circles

**EXHIBIT L**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- Allow substantial development of structures or features in areas susceptible to seismically induced hazards such as groundshaking, liquefaction, seiche, and/or slope failure where the risk to people and property resulting from earthquakes could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards;
  - Allow substantial development in areas subject to landslides, slope failure, erosion, subsidence, settlement, and/or expansive soils where the risk to people and property resulting from such geologic hazards could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards; or
  - Allow substantial grading and construction activities in areas of known soil instability, steep slopes, or shallow depth to bedrock where such activities could result in accelerated erosion and sedimentation or exposure of people, property, and/or wildlife to hazardous conditions (e.g., blasting) that could not be mitigated through engineering and construction measures in accordance with regulations, codes, and professional standards.
- a) According to the *Fault Activity Map of California and Adjacent Areas* (Jennings, 1994) and the *Peak Acceleration from Maximum Credible Earthquakes in California* (CDMG, 1992), no active faults or Earthquake Fault Zones (Special Study Zones) are located on the property. The impacts from fault ruptures, seismically induced ground shaking, or seismic ground failure or liquefaction are considered to be less than significant for this project. Any potential impact to future development in the project area will be offset because all new residential structures and structures associated to the project will be designed to comply with the *Uniform Building Code* to meet earthquake construction standards for the appropriate Seismic Safety Zone. The project is not located in an area with significant topographic variations in slope and would not be subject to liquefaction and/or mudslides. All of the factors have been considered for the items outlined in this category and such impacts are considered to be less than significant for this project.
- b) Project grading is required for the project both on and off the project site. On-site grading would be required to prepare the project for residential development and off-site grading will be necessary for road improvements, as well as installation and upgrades to infrastructure for the water line extension and connections, sewer line connections, and drainages. All grading plans and activities shall be designed to comply with the *El Dorado County Grading, Erosion, and Sediment Control Ordinance*. By implementing procedures from the ordinance, the project impacts in this category will be reduced below a level of significance for this project.
- c) The soil classifications on the project site are Boomer gravelly loam, 3 to 15 percent slopes (BhC) and Boomer very rocky loam, 3 to 30 percent slopes (BkD). BhC soil exists on the majority of the area where preparation and construction of most of the units would occur. This soil type has a medium runoff potential with a slight to moderate erosion hazard potential. The BhC soil, as well as the BkD soil, are both stable soils suitable for the type of development that is proposed with this project. BkD is typical of and suitable to support range areas and woodlands (*Soil Survey of El Dorado Area, California, 1974*). Any future grading or improvement activities must be designed to comply with the *El Dorado County Grading, Erosion, and Sediment Control Ordinance*, which will reduce potentially impacts for soil erosion or loss of topsoil for this project to a level that is less than significant.
- d) According to the *Soil Survey of El Dorado Area, California, 1974*, the area where development would occur has stable soil types that are suitable for residential development. There are no faulty lines on the property and the project is not located within a fault buffer. Any future development of the property must be designed to conform to the *County of El Dorado Grading Standards*, which will reduce the chances of impacts within this category to a level that is below a level of significance for this project.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- e) This project will connect to the El Dorado Irrigation District (EID) water and sewer lines. There are no septic disposal areas proposed or allowed for this project. There would be no impacts to this category because of the availability of EID services for this project once the required EID extensions, improvements, and connections are made.

**FINDING:** A review of the soils and geologic conditions of the property finds that the site comprises of stable soils that are suitable for the type of development that is proposed. The topography gently slopes and is not dramatic or steep. Any and all grading will be designed to meeting *County of El Dorado Grading* standards. Any future construction of residential development would be designed to meet the *Uniform Building Code* Seismic Safety Zone construction standards that apply. There will be a less than significant impact within the 'Geology and Soils' category for this project.

<b>VII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i></b>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	

**Discussion:**

A substantial adverse effect due to Hazards or Hazardous Materials would occur if implementation of the project would:

- Expose people and property to hazards associated with the use, storage, transport, and disposal of hazardous materials where the risk of such exposure could not be reduced through implementation of Federal, State, and local laws and regulations;

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- Expose people and property to risks associated with wildland fires where such risks could not be reduced through implementation of proper fuel management techniques, buffers and landscape setbacks, structural design features, and emergency access; or
  - Expose people to safety hazards as a result of former on-site mining operations.
- a) No significant amount of hazardous materials will be used for the project, including those that may be required during construction activities to prepare the site to construct single-family residential homes. Hazardous materials are not expected, and any such material that would need to be used at the project site must comply with the *El Dorado County Hazardous Waste Management Plan*. In addition, all materials that are to be used, including, but not limited to diesel powered construction equipment and other material typical of a construction project must be used under the County's Air Quality Management District (AQMD) and Environmental Management guidelines. As such, impacts within this category will remain below a level of significance for this project.
  - b) No significant amount of hazardous materials, including those related to construction materials, will be used for the project. The project does not expect to experience any reasonably foreseeable upset and accident conditions that involve the release of hazardous materials into the environment. There will be a less than significant impact within this category.
  - c) As proposed, the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There will be operation of construction equipment and the use of construction materials, none of which are classified as acutely hazardous materials. Impacts within this category will be below a level of significance.
  - d) The project site is not identified on any list compiled pursuant to California Government Code 65962.5 identifying hazardous material sites in the project vicinity. There will be no impact within this category.
  - e) *The San Francisco Sectional Aeronautical Chart*, last updated March 22, 2001, was reviewed and this project is not located within not located within two miles of a public airport. There will be no impacts within this category.
  - f) *The San Francisco Sectional Aeronautical Chart*, last updated March 22, 2001, was reviewed and the project site is not located within two miles of a privately owned airstrip. There will be no impacts within this category.
  - g) This project will not physically interfere with the implementation of the County adopted emergency response and/or evacuation plan. The County's Emergency Response Plan incorporates elements of the emergency response and evacuation procedures and includes reference to fire safety and circulation, as well as applicable contact and safety procedures linked to state and federal agencies responsible for emergency preparedness and response. The Chief Administrative Officer (CAO) is responsible for maintaining the El Dorado County Emergency Management Policy and the County Sherriff's Office is responsible for operating the County's Office of Emergency Service (OES) for the entire County. The main El Dorado County Sheriff's Office is located in the El Dorado County Government Center complex in Placerville. There will be no impacts in this category.
  - h) The site is located in a semi-rural area and is surrounded by similar and existing development. As with most areas of the County, there is vegetation such as trees and foliage that exist on and adjacent to this property. The Diamond Springs-El Dorado Fire District reviewed the project and will require that, at a minimum, two fire hydrants be installed and that a Fire Safe Plan be developed for this project during the grading and/or building permit review phase. Project conditions have also been included by the Fire District and in cooperation with the El Dorado Irrigation District (EID) to ensure that adequate fire flow and water pressure is available for this project. As a result, this project poses a less than significant level chance to expose people to a significant risk of loss, injury or death involving wildland fires or wildland fires

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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adjacent to or located in an urbanized area. The impacts within this category will remain below a level of significance with this project.

**FINDING:** The site is not located within two mile of a public or private airport. No hazardous materials exist and/or no excessive exposures from diesel fuel and/or other emissions, as well as construction materials will result from the project because the project would need to observe the Air Quality Management District (AQMD) and Environmental Management rules during grading and construction activities. Fire hydrants, water line improvements and infrastructure, and the implementation of a Fire Safe Plan will address overall fire safety and reduces impacts associated to wildland fires for this project. Impacts within the ‘Hazards and Hazardous Materials’ category will remain below a level of significance.

<b>VIII. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i></b>			
a. Violate any water quality standards or waste discharge requirements?			✓
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or -off-site?			✓
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓
e. Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓
f. Otherwise substantially degrade water quality?			✓
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓
j. Inundation by seiche, tsunami, or mudflow?			✓

**Discussion:**



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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A substantial adverse effect on Hydrology and Water Quality would occur if the implementation of the project would:

- Expose residents to flood hazards by being located within the 100-year floodplain as defined by the Federal Emergency Management Agency;
  - Cause substantial change in the rate and amount of surface runoff leaving the project site ultimately causing a substantial change in the amount of water in a stream, river or other waterway;
  - Substantially interfere with groundwater recharge;
  - Cause degradation of water quality (temperature, dissolved oxygen, turbidity and/or other typical stormwater pollutants) in the project area; or
  - Cause degradation of groundwater quality in the vicinity of the project site.
- a) Any grading and improvement plans required by the El Dorado County Department of Transportation (DOT) and/or Buildings Services shall be prepared to conform to *County of Grading and Erosion and Sediment Control Ordinance*, the *Drainage Manual*, *El Dorado Design and Improvement Standards Manual (DISM)*, as well as the *Off-Street Parking and Loading Ordinance*. All stormwater and sediment control methods required by the *Grading, Erosion and Sediment Control Ordinance* must be implemented into the design to develop proper and safe grading techniques and to implement drainage facilities for all on and off-site improvements necessary to prepare and to build single-family residential homes. The County, through the implementation of its Storm Water Prevention and Pollution Program (SWPPP), adheres to the state, as well as the federal National Pollution Discharge Elimination System (NPDES) requirements for water quality and water discharge requirements. This project shall have a less than significant level of impact in this category.
- b) There is no evidence that the project will substantially reduce or alter the quantity of groundwater in the vicinity, or materially interfere with groundwater recharge in the area of the proposed project. The project is required to connect to the El Dorado Irrigation District (EID) water line. There would be no draw from groundwater sources in the area with the approval of this project. The project must create a looped water system by extending the 6-inch water line in Blanchard Road 150 feet to where Blanchard Road meets Clarion Court. The El Dorado Irrigation District (EID) provided a Facilities Improvement Letter (FIL) that states there is currently an adequate, safe, and reliable water supply available and that this project can connect to the public water line. There would be a less than significant level of impact within this category.
- c) There is no evidence that the grading or any ground disturbance associated with the project will substantially alter the existing drainage pattern on- or off-site. The *Grading Erosion and Sediment Control Ordinance* identifies specific design elements that will be necessary for this project to be implemented with grading and/or improvement plan reviews. The final design of such facilities will limit the impacts to a drainage system pursuant to *Grading Erosion and Sediment Control Ordinance* Sections 15.14.440 and 15.14.590. The standards will apply to this project and impacts associated to this category will remain below a level of significance.
- d/e) Flow of runoff would not impact the drainage that exists along the eastern portion of the property. The add of 1.59 cubic feet per second of water run-off that will be generated by this development would drain into the drainage system that flows along the western portion of the site into a facility that exists near the northwest corner of the property extending underneath Panorama Drive. This drainage in this general area will be improved with a new and upgraded drainage inlet, and the existing 8-inch and 12-inch culverts located within Panorama Drive will be upgraded to 18-inch culverts in order to accommodate the additional flow. The preliminary drainage study that was prepared for this project identified that with the upgrade, the additional flow would not impact this drainage system downstream. The final drainage plan will be designed to meet the County's *Grading Erosion and Sediment Control Ordinance*. There will be a less than significant impact within these categories.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- f) The project will not result in substantial degradation of water quality in either surface or sub-surface water bodies in the vicinity of the project area. Stormwater and sediment control measures outlined by the *Grading, Erosion and Sediment Control Ordinance* that implement the state Storm Water Pollution and Prevention Program (SWPPP) and National Pollutant Discharge Elimination Systems (NPDES) requirements through pre- and post- construction Best Management Practices (BMPs) will address these issues. Such measures shall be incorporated into any grading and improvement plans through the implementation of Best Management Practices (BMPs) and drainage facilities that will be designed to address temporary and permanent storm drainage facilities for this project. There will be a less than significant impact within this category.
- g/h) The Flood Insurance Rate Map (Panel 060040 0725C, December 4, 1986) for the project area establishes that the project site is not located within a mapped 100-year floodplain. There will be a less than significant impact in this category.
- i) The site is not located downstream from any dam and is not located in any area protected by levees. The Federal Emergency Management Administration (FEMA) maps designate this site as Flood Zone Category C which allows development of residential uses at this location and within the Category C designation. There will be a less than significant impact in this category.
- j) There is no potential for impacts from seiche or tsunami, or from mudflow at this site.

**FINDING:** By designing the grading and improvement plans to meet County grading and drainage standards, including the implementation of pre- and post construction Best Management Practices into the final designs for grading and improvement, the impacts within the 'Hydrology and Water Quality' category will remain below a level of significance with this project.

<b>IX. LAND USE PLANNING. <i>Would the project:</i></b>			
a. Physically divide an established community?			✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?			✓

**Discussion:**

A substantial adverse effect on Land Use would occur if the implementation of the project would:

- Result in the conversion of Prime Farmland as defined by the State Department of Conservation;
- Result in conversion of land that either contains choice soils or which the County Agricultural Commission has identified as suitable for sustained grazing, provided that such lands were not assigned urban or other nonagricultural use in the Land Use Map;
- Result in conversion of undeveloped open space to more intensive land uses;
- Result in a use substantially incompatible with the existing surrounding land uses; or
- Conflict with adopted environmental plans, policies, and goals of the community.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- a) The project will not create any physical divisions of an established community. The project will enhance the community by constructing a planned development that transitions from larger lot single-family residential development on the east and south to commercial development on the north along Mother Lode Drive. The entire neighborhood will benefit from this project because of the significant improvements for roads and infrastructure that would be made with this project. The residential units will integrate well with the existing topography of the site by providing buildings that step with the natural contours in order to minimize grading. Overall, this project will contribute to the success of the neighborhood by providing appropriate development complimenting the neighborhood with proper site design. There will be a less than significant impact within this category.
- b) As proposed, the project is consistent with specific, fundamental, and mandatory land use goals, objectives, and policies of the adopted 2004 El Dorado County General Plan. The project proposes a planned development concept in order to minimize impacts to the natural resources that exist on and near the property by providing cluster development and a superior design concept that fits well on the property and within the area. The site is zone One-Family Residential (R1) comprising of a High Density Residential (HDR) General Plan land use designation, both of which allow for the total 18 units that are proposed for the 3.62-acre lot. With the rezone to R1-PD and planned development application, the project can requests deviations from the development standards of the underlying zone, including but not limited to setbacks, lot dimensions, lot coverage, parking requirements, and building height. With exception to building height, this project requests deviations from all other standards in order to accomplish the goals established by the General Plan and Zoning Ordinance for a well designed planned development, which concurrently required the correct density, 30 percent common area open space, and suitable architectural design. The inclusion of one of the units to be designated as an affordable unit for moderate income households helps support the requested deviations. As prepared, this project fits well within framework of the adopted General Plan and under the planned development design concept prepared concurrent with Zoning Ordinance standards. There will be a less than significant impact within this category.
- c) As discussed in the 'Biological Resources' category in Section IV of this study, this project will have a less than significant impact based on the mitigation that has been established. As a result, there will be a less than significant impact within this category because the project would not conflict with any applicable habitat conservation plan or natural community conservation plans that exist and/or apply to this project.

**FINDING:** For the 'Land Use Planning' category, a less than significant impact is proposed by this project based on the mitigation measures outlined in the 'Biological Resources' category IV and based on proper project design. This project meets El Dorado County's policies for development of a planned single-family development that clusters units in order to protect sensitive site resources such as oak trees. The project provides a superior site design and promotes architectural interest that is appropriate with the planned development concept and within the neighborhood. This 18 unit single-family residential development designates one unit as affordable for moderate income households and the project as a whole fits well within the framework of the existing community and is consistent with the goals of the policies that are established for this project and property.

<b>X. MINERAL RESOURCES. <i>Would the project:</i></b>				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			✓

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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**Discussion:**

A substantial adverse effect on Mineral Resources would occur if the implementation of the project would:

- Result in obstruction of access to, and extraction of mineral resources classified MRZ-2x, or result in land use compatibility conflicts with mineral extraction operations.
- a) The project site is not located within a Mineral Resource Zone (MRZ) as mapped by the State of California Division of Mines and Geology and is not classified or affected by any Mineral Resource overlays of the El Dorado County General Plan.
- b) The western portion of El Dorado County is divided into four, 15 minute quadrangles (Folsom, Placerville, Georgetown, and Auburn) mapped by the State of California Division of Mines and Geology showing the location of Mineral and Resource Zones (MRZ). Those areas which are designated MRZ-2 contain discovered mineral deposits that have been measured or indicate reserves that have been identified and calculated. Land in this category is considered to contain mineral resources of known economic importance to the County and/or State. Review of the mapped areas of the County indicates that this site does not contain any mineral resources of known local or statewide economic value.

**FINDING:** No impacts to any known mineral resources or deposits will result with approval of this project. The project is found to have no impacts in the 'Mineral Resources category.

<b>XI. NOISE. <i>Would the project result in:</i></b>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✓			
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise level?				✓
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

**Discussion:**

A substantial adverse effect due to Noise would occur if the implementation of the project would:

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- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of 60dBA CNEL;
  - Result in long-term operational noise that creates noise exposures in excess of 60 dBA CNEL at the adjoining property line of a noise sensitive land use and the background noise level is increased by 3dBA, or more; or
  - Results in noise levels inconsistent with the performance standards contained in Table 6-1 and Table 6-2 in the El Dorado County General Plan.
- a) The project would expose people in back yard areas on Lots 10 thru 17 to noise levels above those allowed by the adopted General Plan and above County noise standards. The noise exposure to Mother Lode Drive, which is located about 200 feet north of this property, is projected to increase over the years. A noise study provided for the project identified that by 2025, the outdoor noise levels in the rear yard areas would be 61 decibels (dB), which is above the 60 dB allowed at residential property lines by County policy. In order to attenuate the noise at the property line, a mitigation measure has been added at the end of this category requiring the installation of a 6-foot tall sound wall at the property line of Lots 10 thru 17 to attenuate the noise below the 60 dB limit established by the General Plan. Although not included as specific mitigation and as a part of the building permit review phase, future residential structures that will be built at this location must also be designed to meet the noise standards established by Table 6-1 and Table 6-2 of the General Plan. With the implementation of the mitigation and the standards established during the building permit review phase, the project will have a less than significant impact in this category.
- b/d) The project is located about 200 feet south of Mother Lode. Any noise generated by vehicles that would travel on Mother Lode Drive would be attenuated by the 6-foot tall solid noise wall that will be installed as a condition of the project, along Lots 10 thru 17. In addition, these homes would be at a higher elevation than any of the adjacent roads and there are wood fences proposed on most of the rear yard areas of each property that would further attenuate outside noise in backyard areas. Residents on this site or in close proximity to this site will not be subjected to long-term excessive ground borne noise or ground borne vibration as a result of this project. Any noise created during grading and improvement activities will be temporary. As with all grading and improvement activities, construction is typically limited to 7 am to 5 pm weekdays, and 8 am and 5 pm on Saturdays. Construction will be prohibited on Sundays and holidays for this project. Future residential structures that will be built on this property must be designed to meet the noise standards established by Table 6-1 and Table 6-2 of the General Plan though the building permit review process. As a result, there will be a less than significant level of impact within these categories.
- c) This project would not contribute to a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Residential development is not a typical noise generating activity. The impacts within this category will be less than significant with this project.
- e) This project is not located adjacent to or in the vicinity of a public airport. Residential development on this property will not be subject to excessive noise from any such facility. There will be no impacts within this category.
- f) The project is not located adjacent to or in the vicinity of a private airstrip and will not experience noise from a private airport. There will be no impacts within this category.

Mitigation Measures for Noise [1]

**MM Noise-1:** *Prior to the approval of grading permits, the applicant shall illustrate a 6-foot tall solid masonry block wall (or similar) at the rear property line for Lots 10 thru 17 on the grading plans and shall construct those walls prior to County issuance of final occupancy permits for any residence on Lots 1 thru 18. The location of the block wall shall conform to the Site Plan prepared for the noise study and the design shall substantially conform to a Basalite, Proto II*

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*type D345 Split Face color wall with optional crown, as shown on the 'Sound Barrier Rear Fence: Lots 1 thru 17 Only' exhibit.*

**FINDING:** For the 'Noise' category, the project is not located within 2 miles of a public or private airport and will not be exposed to such noise sources. Noise from construction activities will be limited to certain hours and days of the week. Residential development must be designed and construction standards shall be implemented during the building permit review phase in order to attenuate exterior and interior noise levels to meet County standards. By installing a noise wall as mitigation measure developed for noise related impacts because of 2025 noise projections on Mother Lode Drive, impacts within the noise category will be minimized. As a result, there will be a less than significant level of impact in the 'Noise' category for this project.

<b>XII. POPULATION AND HOUSING. <i>Would the project:</i></b>				
a. Induce substantial population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (i.e., through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

**Discussion:**

A substantial adverse effect on Population and Housing would occur if the implementation of the project would:

- Create substantial growth or concentration in population;
- Create a more substantial imbalance in the County's current jobs to housing ratio; or
- Conflict with adopted goals and policies set forth in applicable planning documents.

a) This project is typical of a semi-rural infill project because all of the surrounding properties have already been developed. Infrastructure such as roads surround this property. There is also existing public water and sewer lines in the adjacent road easements. The roads in the area will be improved and infrastructure shall be upgraded, designed, and/or installed in order to support this project. The addition of 18 units will have a minor growth inducing impact overall. With the required improvements and the fees that will be assessed for traffic, park, schools, and related public facilities during the grading and/or building permit review phase, this project will have a less than significant impact in this category.

b) There will be no displacement of housing stock with this project and one of the 18 units will be designated as a moderately affordable unit that will be sold only to qualifying moderate income households for a period of 20 years. In general, this project proposes to add housing opportunities by providing smaller 18 single-family residential units below 2,000 square feet in size. The project proposes to develop and cluster homes on a 3.62 acre lot in order to take advantage of the property's location and proximity to road circulation that exists adjacent this project and that which feeds to Mother Lode Drive. There will be a less than significant level of impact in this category.

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c) The site is a vacant semi-rural infill parcel that will be developed with single-family residential units clustered in order to protect sensitive site resources. There will be no displacement of people with the approval of this project. By approving this project, there is no need to create replacement housing elsewhere because this project will provide additional for-sale units below 2,000 square feet in size within the community.

**FINDING:** The project will not displace any individuals and will not remove existing housing. The project proposes to add a housing development that is well suited for the area, while providing housing plan types that are well suited for families that are searching for homes that are at or slightly above the moderate income brackets for households and provides modern architectural elements of Craftsman, Country, or Tuscan themes for homes located on privately owned lots. The project will have a less than significant increase in population by either directly or indirectly inducing a growth in population because the site is a semi-rural infill site that is surrounded by development. The project is south of Mother Lode Drive and the improvements that will be required for the roads will provide a more direct and safer road connection to Mother Lode Drive and the surrounding the development further south of this project site. With the required improvements and the payment of project related impact fees to offset the burden that would be placed on public facilities and services, this project will have a less than significant level of impact with the 'Population and Housing' section.

<b>XIII. PUBLIC SERVICES.</b> <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>			
a. Fire protection?			✓
b. Police protection?			✓
c. Schools?			✓
d. Parks?			✓
e. Other government services?			✓

**Discussion:**

A substantial adverse effect on Public Services would occur if the implementation of the project would:

- Substantially increase or expand the demand for fire protection and emergency medical services without increasing staffing and equipment to meet the Department's/District's goal of 1.5 firefighters per 1,000 residents and 2 firefighters per 1,000 residents, respectively;
- Substantially increase or expand the demand for public law enforcement protection without increasing staffing and equipment to maintain the Sheriff's Department goal of one sworn officer per 1,000 residents;
- Substantially increase the public school student population exceeding current school capacity without also including provisions to adequately accommodate the increased demand in services;
- Place a demand for library services in excess of available resources;
- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
- Be inconsistent with County adopted goals, objectives or policies.

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- a) **Fire Protection:** The Diamond Springs-El Dorado Fire Protection District operates five fire stations and covers 95 square miles protecting a population of about 32,000 nighttime residents. The district employs 21 full-time and 26-volunteer firefighters which serve a variety of rural and higher density housing, public/private schools, businesses, senior housing, mobile home parks, and convalescent hospitals. The district has agreements with some of the regional fire districts, as well as the California Department of Forestry and the US Forest Service to provide additional fire protection service when necessary. Development of the project would result in a minor increase in the demand for fire protection services. The project will add two fire hydrants in the area and will extend the El Dorado Irrigation (EID) water line in Blanchard Road to create a looped system that will provide the pressure necessary for fire suppression apparatus. In addition, the implementation of a Fire Safe Plan to address vegetation and abatement adjacent single-family structures to be reviewed and implemented during the building permit review phase will ensure that impacts in this category will remain below a level that is significant for this project.
- b) **Police Protection:** The project site will be served by the El Dorado County Sheriff's Department with a response time depending on the location of the nearest patrol vehicle. The minimum Sheriff's Department service standard is an 8-minute response to 80% of the population within Community Regions. No specific minimum level of service or response time was established for Rural Centers and Rural Regions. The Sheriff's Department stated goal is to achieve a ratio of one sworn officer per 1,000 residents. Providing 18 single-family semi-rural lots to be developed with single-family detached structures, will not significantly impact current police response times that are available for the service area.
- c) **Schools:** The El Dorado Union High School District provides public high school services and the Mother Lode Union School District provides two elementary and one middle school for residents. This project was sent to the affected school district for review and comment. In order to offset the impacts associated to expected increase in school enrollment as a result of this project, school impact fees will be assessed and collected during the building permit review phase for any future single-family residential units developed on this property. There will be a less than significant level of impact in this category.
- d) **Parks:** The project will add an incremental number of housing units and may create a slight increase in the population in the County, as a result. The additional units, however, would not trigger a significant impact that would require the project to develop new park facilities. Section 16.12.090 of County Code establishes the method and procedures to account the acquisition and development of parklands with discretionary subdivisions of land. This section outlines the in-lieu fee options available for residential projects of this size. For this project, a condition of approval is added to the project permit that will require the payment of park acquisition fees prior to final map recording. Park impact fees will also be assessed during the building permit review phase to offset general park facility impacts. As such, impacts within this category will remain below a level of significance with this project.
- e) Other local services such as libraries will experience minor impacts. The impacts are expected to be incremental and will be less than significant for the category.

**FINDING:** Adequate public services are available to serve the project and payment of impact fees, to include park acquisition fees, will help offset any impacts either direct or indirect that will result with the approval of this project. For the 'Public Services' category, the project proposes a less than significant level of impact.



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<b>XIV. RECREATION.</b>			
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓

**Discussion:**

A substantial adverse effect on Recreational Resources would occur if the implementation of the project would:

- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
  - Substantially increase the use of neighborhood or regional parks in the area such that substantial physical deterioration of the facility would occur.
- a) The project is being developed as a planned development that clusters residential lots on the western portion of the property to protect the oak woodlands and open space on the northern and eastern portions of the site. As a result, and as required by the General Plan policy for planned developments, 30 percent common area open space shall be preserved in a passive park-like setting where no improvements would be made. A tot lot is also proposed for the project to provide a recreation feature for children that will live in this development. In addition to these features, the County has a number of neighborhood and/or regional parks that are easily accessible and available to the residents of this project. For this project, park acquisition and park impact fees will be assessed that will provide a fair share contribution towards developing additional public parks throughout the County. Such fees shall be collected by the County during the building permit and/or final map recording phase of the project. Such fees are required and set by the policies of the General Plan and/or the County's Park Master Plan, which identifies Capital Improvement Programs (CIP) to be developed by General Services with direction provided by the Chief Administrative Officer (CAO). Overall, there will be a less than significant level of impact in this category because of the design and the fees that would be assessed to offset such impacts.
- b) The project proposes 30 percent common area open space that will be maintained in a passive park-like setting. There is also a tot lot proposed which will be used by the children that live in this development. There would be no other construction of or expansion of recreational facilities proposed with this project. As a result, there will be a less than significant level of impact in this category.

**FINDING:** A less than significant impact to recreation facilities and/or open space will result with the approval of this project because the project provides 30 percent common area open space preserved in a passive park-like setting, as well as a tot lot for children living in this development. Park acquisition and impacts fees will be assessed with the processing of this project. For the 'Recreation' category, this 18 unit single-family planned development will have a less than significant impact.

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XV. TRANSPORTATION/TRAFFIC. <i>Would the project:</i>			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
e. Result in inadequate emergency access?			✓
f. Result in inadequate parking capacity?	✓		
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓

**Discussion:**

A substantial adverse effect on traffic would occur if the implementation of the project would:

- Result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system;
- Generate traffic volumes which cause violations of adopted level of service standards (project and cumulative); or
- Result in, or worsen, Level of Service “F” traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county as a result of a residential development project of 5 or more units.

a) The County’s Department of Transportation (DOT) received and approved a traffic study prepared by Kimley-Horn dated April 25, 2007 for this project. The study identified that this project would generate 215 daily trips, including 22 AM peak-hour trips and 23 PM peak-hour trips. The trip generation figures were consistent with the General Plan land use designation for the site as compared with the General Plan EIR. Although the study identified that the additional trips would worsen the Missouri Flat Road and Highway 50 road intersection, including the westbound ramps during AM and PM peak-hours and the eastbound ramps during the PM peak-hour, the results of the study were in line with the County’s Capital Improvements Program (CIP) for improvements. The improvements currently underway for Missouri Flat Road and Highway 50 interchanges are based on General Plan EIR goals, that allow and account for all existing and anticipated development scheduled for the area through 2012.

The traffic study also identified that traffic services levels at the intersection of Mother Lode Drive and El Dorado Road would be worsened with this project, but only during the PM peak-hour. Because the County has also programmed a CIP project to signalize this intersection in the near future, such impacts will be offset for this project and based on the

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standards and goals established by the General Plan EIR for existing and anticipated development in this area. As with all projects, this project will be required to pay Traffic Impacts Mitigation (TIM) fees during the building permit review phase to help fund CIP project for the County. Combined, the CIP projects for Missouri Flat Road and Highway 50 interchange, the installation of a signal at the Mother Lode Drive and El Dorado Road intersection, and the payment of TIM, there will be a less than significant level of impact within this category with this project.

- b) The County's Department of Transportation reviewed the traffic study. They identified that the County CIP programs scheduled to improve the Missouri Flat at Highway 50 interchange and install a traffic signal at Mother Lode Drive and El Dorado Road will improve the level of service (LOS) in these areas to meet the goals established for the General Plan and based on the General Plan EIR. The CIP programs will allow projects with appropriate densities identified by the General Plan and existing land use designations to proceed until 2012, at which time additional assessments may be required to address traffic and transportation related impacts throughout the County. The existing level of service (LOS) for Mother Lode Drive and the Highway 50 interchange currently range between LOS A and F. With the CIP improvements, the 2012 projections outlined with the General Plan EIR for existing and anticipated projects, would be allowed because service levels would be improved to meet LOS A through D at this interchange. Although the traffic study identified that the LOS for the intersection of Mother Lode Drive and El Dorado Road would not improve with the installation of a traffic signal, the signalized intersection will provide improved traffic safety for those that live and/or travel in the area. This would be an improvement to that which currently exists and an improvement that will enhance the circulation element in this area in order to meet the goals established by the General Plan EIR. As a result, the impacts within this category will remain below a level of significant with this project.
- c) The project will not result in a major change in established air traffic patterns for publicly or privately operated airports or landing field in the project vicinity. There will be no impacts in this category.
- d) The area is developed with residential development on the east, west, and south of this property. There is commercial land use designations and a church on the parcels north of this property and adjacent Mother Lode Drive. Road improvements that will be required for this project include the off-site road widening to meet the *County's Design and Improvements Standards Manual (DISM)* for on both Blanchard Road and Panorama Drive. There will also be on-site road improvements to include appropriate road widths and a cul-de-sac to accommodate vehicular access, and emergency vehicle access and circulation. There will also be on-site sidewalks. On-site street parking will be made available on one side of the on-site road easement. A Homeowner's Association (HOA) will be created to maintain the on-site road easement and common areas. As part of the off-site road improvement, the intersection at Panorama Drive and Blanchard Road will be modified to meet County design standards. Overall, the project will improve roads to enhance traffic circulation, safety, and accessibility. By doing so, there will be improvements that would reduce the effects of any potential traffic and transportation hazards in this category to a level that is less than significant.
- e) The project will not result in inadequate emergency access and the roads and access have been and will be designed to provide emergency access to meet County design standards. The site is in close proximity to Mother Lode Drive, and the improvement to Panorama Drive and Blanchard Road will enhance accessibility of emergency vehicles to this site, as well as to the surrounding neighborhood. The on-site road and cul-de-sac will be designed to meet the minimum fire safe standards and will allow emergency vehicle unencumbered access into this planned development. Additional fire hydrants will be installed and the water line will be connected to create a looped system within Blanchard Road that will supply the appropriate water pressure to meet fire safety standards. All roads, fire suppression apparatus and infrastructure shall be designed to meet the County *Design and Improvements Standards Manual (DISM)*, Fire Safe, and El Dorado Irrigation District (EID) standards. A Fire Safe Plan will also be required for this project during the building permit review phase. That plan will implement brush and vegetation hazard safety zones and will require clearings to add to the level of fire safety that will exist for this development. The Homeowner's Association (HOA) will be required

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to maintain such Fire Safe Plan safety areas. For this category, impacts will remain below a level of significance with this project.

- f) With the zone change to R1-PD, the planned development concept can request a reduction in the number of off-street parking spaces. This project proposes to provide less than the minimum required off-street garage parking spaces of two spaces by providing one off-street permanent garage parking space for each unit. There would also be, at a minimum, 18 feet of driveway space available for each unit, which would allow one additional temporary parking space for each unit on the driveway of each residence. The on-site road easement is designed to allow on-street parking on one side of the road easement. This would allow a limited number of temporary on-site road easement parking spaces to be made available to visitors to this development. Because parking impacts may result, mitigation is required to reduce the level of impacts in the parking category below a level of significance. The mitigation established to offset such impacts is found in the mitigation measure 1 noted at the end of this section.
- g) The proposed project does not conflict with the adopted General Plan policies, and adopted plans, or programs supporting alternative transportation. There will be no impacts in this category.

Mitigation Measures for Transportation/Traffic [1]

**MM Traffic-1:** *The project will require that a Homeowner’s Association (HOA) be legally established for this planned development. The Homeowner’s Association (HOA) will be required to develop Conditions, Covenants and Restrictions (CCRs) that would include a parking plan for this development to address parking within and adjacent to this property, on Blanchard Road, Panorama Drive, on-site road easement, and on private owned property. For parking, the Conditions, Covenants and Restrictions (CCRs) will include the following provisions:*

- a) *All units shall be limited to a maximum of three bedrooms at all times.*
- b) *All garages shall be kept free and clear at all times in order to allow for parking of the primary vehicle owned by the owner and/or occupant of the premises.*
- c) *Garages shall not be used for the sole purpose of storage of household and/or related items and shall not be converted to living or habitable area, at any time.*
- d) *Private driveways shall only be used as temporary car parking for visitors to the planned development and shall not be occupied by any vehicle for periods in excess of 72 hours at any one time;*
- e) *Parking on the on-site road easement shall be used as temporary car parking for visitors to the planned development and shall not be occupied by any vehicle for periods in excess of 72 hours at any one time;*
- f) *Recreational vehicles, boats, and/or large equipment shall not be allowed to permanently park on private lots, road easement, driveways, and/or within garages within this planned development and shall only be allowed to park for a maximum of 2 hours at any one time on the road easement or driveways; and*
- g) *Residents of this planned development cannot use any portion of Blanchard Road or Panorama Drive to store or park recreational vehicles, boats, and/or large equipment, on either a temporary or permanent basis. Such items must be stored at a pay for storage facility and/or outside of a one mile radius of this planned development.*

**FINDING:** The traffic study prepared for this project identifies certain impacts associated to this project. Because the County has implemented CIP programs for the affected Missouri Flat Road and Highway 50 interchange, as well as the installation of a signalized intersection at the Mother Lode Drive and El Dorado Road intersection improvements to the traffic conditions will result. Such improvements allow for and accommodate this development based on the General Plan EIR 2012 forecast for existing and anticipated development as outlined by existing land uses established by the General Plan. Overall, the improvements for the on- and off-site roads would enhance road circulation in this neighborhood and will improve emergency access adjacent to and onto this property. By implementing specific mitigation that would require garage parking to be available for the primary resident of the unit and to include specific terms for parking in the Homeowner’s Association (HOA) Conditions, Covenants, and Restrictions (CCRs) for this development, the availability of parking will be