

REC'D
BOARD OF SUPERVISORS
EL DORADO COUNTY

2008 MAY 13 AM 8:51

Recommendations for scope of Ad Hoc Committee & Permit and Workload Report

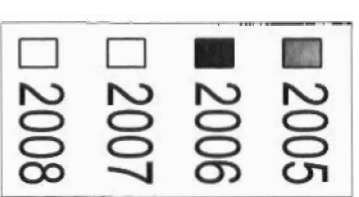
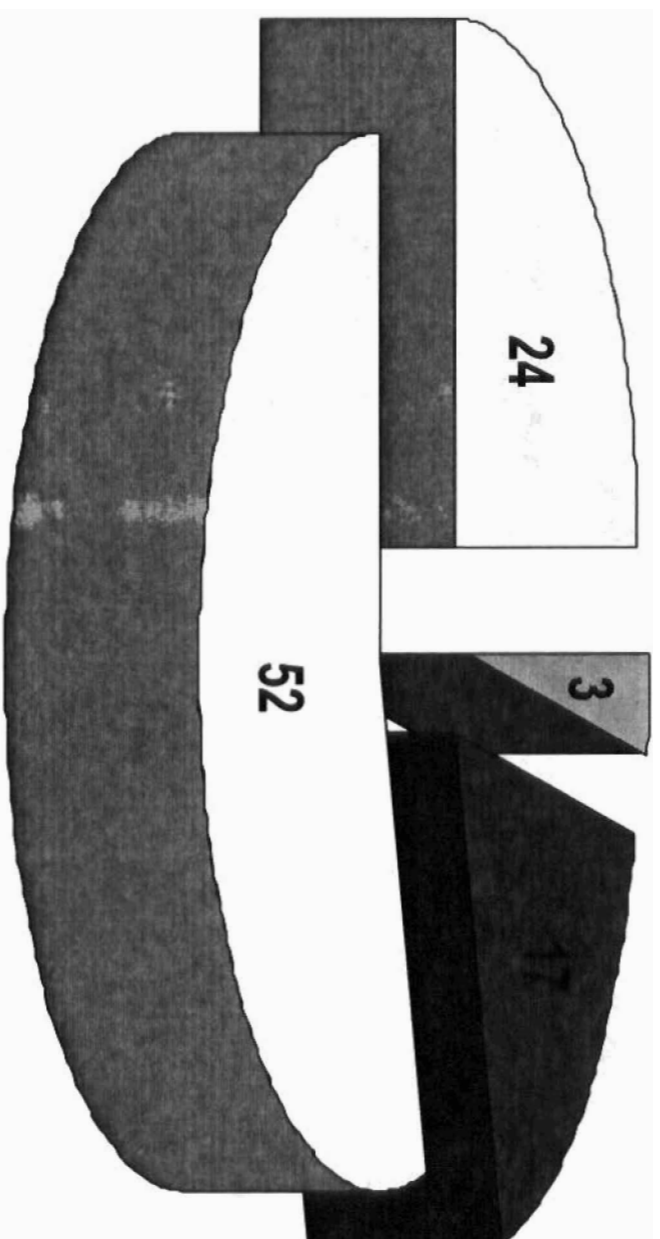
May 13th, 2008

Planning

Top 10 items to create operational efficiencies

1. **Amendment to Policy 2.2.5.20** (relieves GP consistency review for most residential less than 4K)
2. **Oak Woodlands Mgmt Plan** (will provide Opt B payment of fees as of July 5,2008)
3. **Zoning Ordinance Update** (many sections are currently outdated thus requiring additional work on staff's part to analyze their development projects)
4. **Housing Element Update** (this will free up the County to seek Grant funding once it is approved by the State and adopted by the BOS)
5. **Mixed Use Development Ordinance amendment** (allows the Housing Element to meet the RHNA requirements as well as providing greater opportunities for multi-family units throughout the county)
6. **Winery Ordinance** (ongoing process to improve opportunities for new and expanded wineries throughout the county)
7. **Design Manual Update** (joint effort with DOT and Env. Mgmt. to update a manual used by most developers in the county).
8. **Riparian Setback Ordinance / 30 % Slope restrictions** (both revisions are needed to implement policy in the GP and to clarify development standards)
9. **Parcel Size Exception** (this amendment to the GP would effect projects that are adjacent to rural agriculturally-designated lands)
10. **Open Space reductions** (this would encourage infill projects where the required 30% open space is not possible).

Active Project Backlog



DOT

The following concerns are related to **General Plan policies**. We are in the process of updating the Traffic Study Protocols so the last item may be resolved soon.

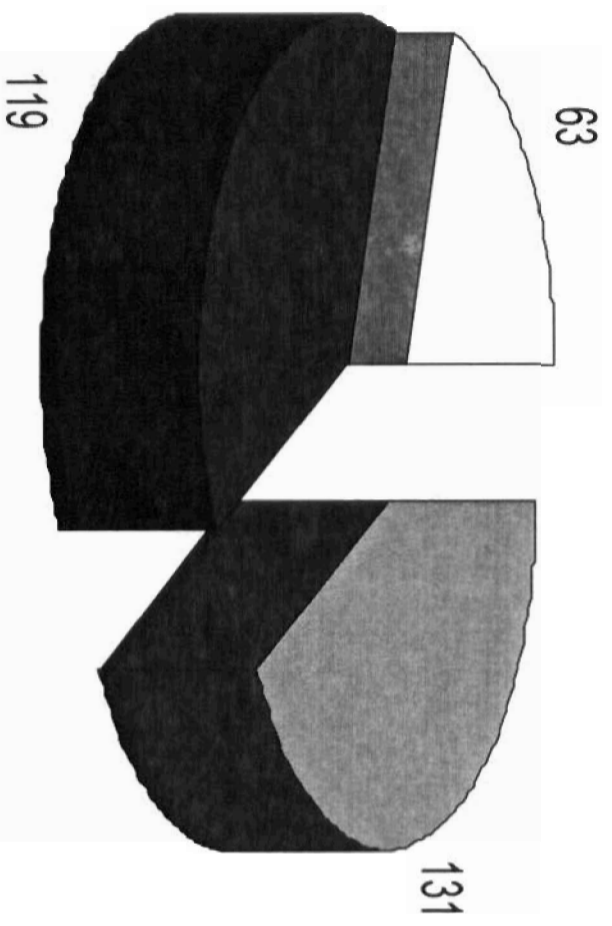
- Connectivity to County maintained roads. General Plan Policy TC-1s requires new local road maintenance to be provided by a Zone of Benefit or other acceptable means. The result is private subdivisions are maintaining their own streets, maintenance is expensive, therefore they do not want “others” driving on their roads, a potential end result is gated communities. The connectivity between County roads is inhibited by the resulting gated communities.
- The applicants submit incomplete drainage studies for parcel maps and/or often request that the requirement to perform a more comprehensive study be a requirement of one of the later steps in the process. This delayed analysis prevents the Planning Division from knowing the potential impacts of a particular land development project.
- The General Plan thresholds for “worsen” as it relates to traffic impacts results in small projects in the rural regions of the county submitting traffic studies that state no significant impact.

DOT

Improvement/Construction Plan issues

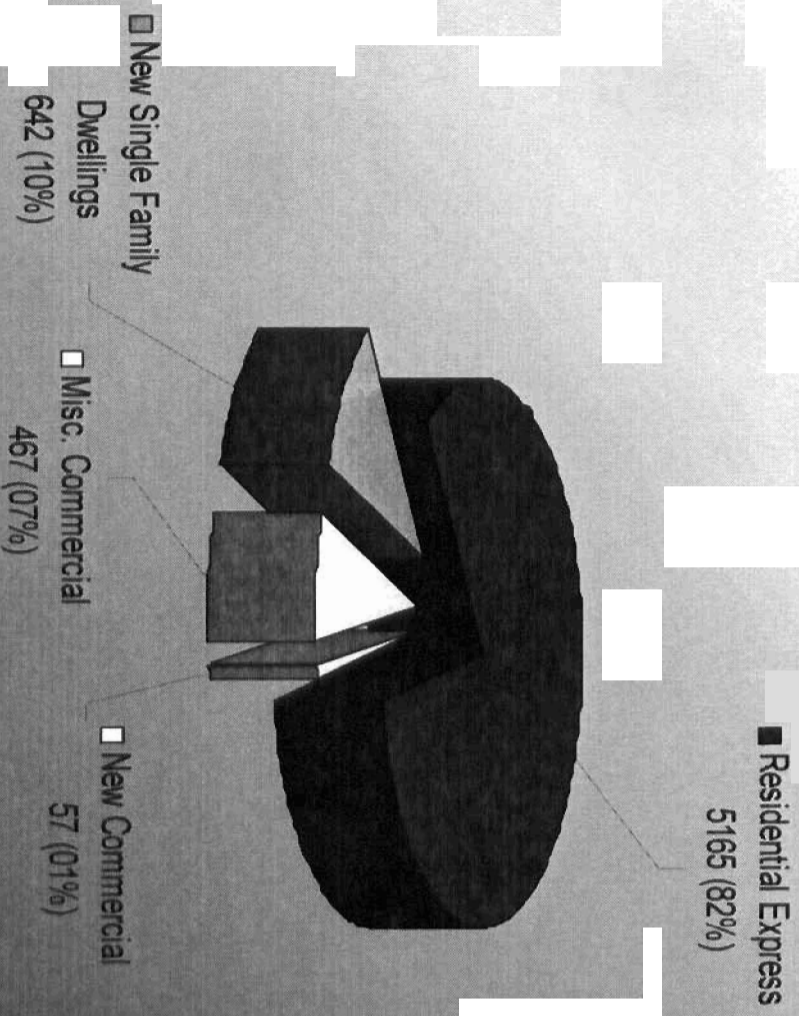
- Some applicants that don't read their conditions in the first place and/or misinterpret them then want to argue/renege in the middle of the plan check process. This consumes time at the highest levels of the unit and DOT, (in many cases the BOS staff gets involved), causing additional time and cost.
- Many applicants demand unrealistic time frames to complete reviews. Staff are reluctant to tell an applicant at the beginning of a project how long it will take to get a permit or how much it will cost in plan check fees because staff has no control over the quality of the plans that are submitted for review. Developers that comply with all of their conditions and submit well done plans get permits sooner than those that don't.
- Insufficient/inaccurate data supplied by applicant for Subdivision Improvement Agreements (SIA), Road Improvement Agreements (RIA) and Subdivision Grading Agreements (SGA) coupled with slow responses in fulfilling the punch list we provide them, greatly adds time to what should be a straight forward process.
- Applicant's failure to keep current with their billing/fees, forces us to stop reviewing their project until payments are made. This also creates non-billable time and scheduling problems.
- Applicants endeavoring to circumvent the system or not complying with their conditions of approval occasionally try to by shop for different answers between engineers, other Departments, and elected officials. This greatly increases time and cost for the project.

DOT Project Work Load



- Discretionary Review - 131
- Plan Check - 119
- Inspection - 63

Permits Issued 2007



Building

Inspection Stops (Yearly by Inspector) 2007

- **PLACERVILLE**
- *Inspector Count*
- ABJ 1611
- AER 610
- DEC 2195
- DEM 387
- DRC 353
- GJM 249
- JKS 35
- JMD 110
- JMP 1443
- JMS 2
- JSV 31
- KRM 19
- KXM 88
- LAS 13
- MAT 23
- MBB 39
- RDG 1
- RRW 2065
- SMJ 10
- SRF 33
- TJL 12
- TWD 1685
- **Count: 11014**
- **SOUTH LAKE TAHOE**
- *Inspector Count*
- ABJ 36
- DEC 41
- DEM 119
- DRC 62
- GJM 414
- JKS 1462
- JMP 453
- JMS 21
- KRM 1842
- RDG 188
- TWD 233
- **Count: 4871**
- **EL DORADO HILLS**
- *Inspector Count*
- ABJ 20
- DEM 1504
- JSV 1967
- MAT 1955
- MBB 2195
- RDG 1
- SCR 1
- SMJ 1566
- THP 1470
- TJL 1139
- **Count: 11818**
- **Total Yearly Count: 27703**