



COUNTY OF EL DORADO PLANNING COMMISSION

Building C Hearing Room
2850 Fairlane Court, Placerville, CA 95667
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Phone: (530) 621-5355 Fax: (530) 642-0508

Rich Stewart, Chair, District 1
Dave Pratt, First Vice-Chair, District 4
Brian Shinault, Second Vice-Chair, District 5
Gary Miller, District 2
Tom Heflin, District 3

Char Tim Clerk of the Planning Commission

MINUTES

**Regular Meeting
June 11, 2015 – 8:30 A.M.**

CALL TO ORDER

Meeting was called to order at 8:31 a.m. Present: Commissioners Stewart, Miller, Heflin, Pratt, and Shinault; David Livingston-County Counsel; and Char Tim-Clerk of the Planning Commission.

ADOPTION OF AGENDA

Motion: Commissioner Heflin moved, seconded by Commissioner Shinault, and carried (5-0), to approve the agenda as presented.

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

PLEDGE OF ALLEGIANCE

CONSENT CALENDAR (All items on the Consent Calendar are to be approved by one motion unless a Commission member requests separate action on a specific item.)

Motion: Commissioner Pratt moved, seconded by Commissioner Shinault, and carried (5-0), to approve the Consent Calendar as presented.

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

1. **15-0659** Clerk of the Planning Commission recommending the Commission approve the MINUTES of the regular meeting of May 28, 2015.

This was Approved on Consent Calendar.

END OF CONSENT CALENDAR

DEPARTMENTAL REPORTS AND COMMUNICATIONS
(Development Services, Transportation, County Counsel)

Dave Defanti, Long Range Planning, spoke on the anticipated time frame for the Targeted General Plan Amendment and Zoning Ordinance Update.

Roger Trout, Development Services, distributed an excerpt from the County's Personnel Rules regarding rest periods and meal breaks and requested the Commission to be conscious of these rules during hearings. He reminded the Commission that the current Planning Commission Bylaws had been emailed to them for their review and to let him know if they would like to have it agendaized to discuss possible amendments. The Chair requested that the item be agendaized for an upcoming meeting.

COMMISSIONERS' REPORTS

Commissioner Heflin announced that the annual Ag Tour was being held this Friday.

Commissioner Pratt noticed that the electronic informational road signs on Happy Valley Road had been updated to provide clarification on upcoming road work. He attended the recent Transportation Commission Mobility Presentation and acknowledged a compliment that was given to the Commission on their recent consideration of the Sign Ordinance Update.

Commissioner Shinault stated that there had been no movement on the Meyers Area Plan yet.

Chair Stewart also acknowledged the recent compliment from the public regarding the Sign Ordinance Update proceedings.

PUBLIC FORUM/PUBLIC COMMENT – None

AGENDA ITEMS

2. **15-0660** Hearing to consider the East Ridge Village project [Tentative Map TM14-1521]** for a Large-Lot Tentative Subdivision Map (Phase 0) creating 66 large lots for financing and phasing purposes, a Small-Lot Tentative Subdivision Map creating 759 lots, and Design

Waivers from the Design and Improvement Standards Manual (DISM) standards on property identified by Assessor's Parcel Numbers 118-130-28, 118-130-31, 118-130-35, and 118-130-40, consisting of 734 acres, in the El Dorado Hills area, submitted by East Ridge Holdings, LLC; and staff recommending the Planning Commission take the following actions:

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

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

Roger Trout provided an overview of the Tentative Map process.

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

- Thanked staff on a well-written Staff Report;
- The design of this project was started two years before the application was even submitted as this was a complex property when trying to comply with the Specific Plan;
- Their goal was to have minimized impacts to oak trees and grading;
- The reason for the 7 Design Waivers was because they were being very conservative and wanted to have full disclosure and transparency with this project;

- Spoke on the various Design Waivers;
- There was public outreach in the form of various meeting notices and a mailing to the neighbors, in addition to meetings with the CSDs; and
- Spoke on the proposed new exhibit.

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

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

Chair Stewart closed public comment.

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

Commissioner Pratt liked the transitional Open Space concept.

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

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

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

There was no further discussion.

Motion: Commissioner Pratt moved, seconded by Commissioner Heflin, and carried (5-0), to take the following actions: 1) Certify the project to be Statutorily Exempt pursuant to Section 15182 of the CEQA Guidelines; 2) Approve Tentative Subdivision Map TM14-1521 based on the Findings and subject to the Conditions of Approval as modified: (a) Amend Condition 1 to add new language identifying the new exhibit; and (b) Amend Condition 21 to add new language to address areas approved for design waivers; and 3) Approve the following Design Waivers from the Design and Improvement Standards Manual (DISM) standards as the Findings could be made: (a) Modify Hillside Design Standard minimum shoulder width from 3 foot (on downhill side only) to 1 foot beyond sidewalk where sidewalks are present or 2 feet beyond exposed pavement or curb/AC dike surfaces when sidewalks are not present; (b) Modify Standard Plan 103A-1 to allow driveway to be within 25 feet from a radius return, reduce minimum driveway width from 16 to 10 feet for single car garages only, and omit 4-foot taper to back of curb; (c) Exceed 3 to 1 lot depth-width ratio for residential lots including Lots 36-43 and 688-691; (d) Reduce required roadway width for dead end roads from 36 feet wide to a minimum pavement width of 24 feet; (e) Allow for reverse horizontal curves without a 100-foot tangent, except on Valley View Parkway; (f) Allow for Valley View Parkway to exceed 10% gradient and be designed at

12% maximum gradient; and (g) Allow use of reduced vertical curve standards for vertical curve design, consistent with American Association of State Highway and Transportation Officials' "A Policy on Geometric Design of Highways and Streets" (AASHTO) when AASHTO allows for less restrictive design standards.

AYES: Miller, Heflin, Pratt, Shinault, Stewart

NOES: None

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

Findings

1.0 CEQA FINDINGS

The project is exempt from the requirements of CEQA Guidelines pursuant to Section 15182 (Residential Projects Pursuant to a Specific Plan). This section specifies where a public agency has prepared an Environmental Impact Report (EIR) on a specific plan after January 1, 1980, no additional EIR or negative declaration need be prepared for a residential project, which include but are not limited to land subdivisions, zoning changes, and residential planned unit developments, undertaken pursuant to and in conformity to that specific plan. East Ridge subdivision is a residential project within the Valley View Specific Plan for which an EIR was certified in December 1998, subject to the applicable mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP). Specific environmental impacts including Biological Resources (i.e. Oak Tree Canopy, Wetland and Riparian Area, Special Status Species), Cultural Resources, Air Quality, Noise, and Traffic, were impacts deemed applicable and have been further evaluated. Staff concludes that no new or additional impacts have been identified beyond the impacts previously evaluated in the EIR with the application of the corresponding MMRP mitigation measures; as such, no further environmental analysis is necessary. These applicable mitigation measures from the MMRP for East Ridge Tentative Subdivision Map have been incorporated in Table 1 under Condition of Approval No. 8.

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Community Development Agency-Development Services Division-Planning at 2850 Fairlane Court, Placerville, CA, 95667.

2.0 GENERAL PLAN FINDINGS

The El Dorado County General Plan designates the subject site as Adopted Plan (AP), a description in reference to areas where Specific Plans have been designated and adopted within and by the County. The Valley View Specific Plan and the respective land use maps are accepted and incorporated by reference and were adopted as the General Plan Land Use map for the project area. As discussed, East Ridge Tentative Subdivision conforms to the applicable policies of the Valley View Specific Plan and standards under

the designated zone districts, subject to the applicable mitigation measures in VVSP EIR. Therefore, the project is consistent with the General Plan.

3.0 VALLEY VIEW SPECIFIC PLAN FINDINGS

The project has been verified for conformance with specific policies and requirements of the Valley View Specific Plan for East Ridge Village. The subdivision meets the required density, anticipated residential product types, applicable design and construction standards, and resource protection. Construction of necessary utilities underground and other above ground equipment shall be sited and screened to the extent feasible so as to minimize negative aesthetic effects. Sensitive biological and cultural resources shall be contained within designated open space lots. Conditions, Covenants and Restrictions (CC&R's) shall be established and enforced by the future owner's association regulating architectural and site design standards. Therefore, the project is found to be consistent with the Valley View Specific Plan.

4.0 SUBDIVISION ORDINANCE FINDINGS

4.1 That the proposed map is consistent with the applicable general and specific plans;

As discussed above, the project is consistent with applicable policies of the Valley View Specific Plan, and is hereby consistent with the General Plan, including density, neighborhood compatibility, and availability of infrastructures necessary to serve the project.

4.2 That the design or improvement of the proposed subdivision is consistent with the applicable general and specific plans;

The project and required improvements have been designed in conformance with the applicable policies of the Valley View Specific Plan, and is hereby consistent with the General Plan, including allowable density, infrastructure availability, and preservation of sensitive resources.

4.3 That the site is physically suitable for the type of development;

The site is physically suitable for the proposed residential development according the Valley View Specific Plan design standards. The topography of the site would be able to accommodate the development and sensitive resources would be preserved in open space areas.

4.4 That the site is physically suitable for the proposed density of development;

The density of the project can be accommodated on the site according the VVSP designated zones. The residential lots and subdivision roads are adequately sized and designed; necessary infrastructures to serve the site would be accommodated within

identified right-of-way and easements; and sensitive resources identified to be preserved are located in open space areas.

- 4.5 **That the design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat;**

As evaluated in the VVSP EIR, identified project effects to biological resources shall be mitigated to less than significant level. Therefore, the project is not likely to cause substantial environmental damage or injure wildlife or their habitat.

- 4.6 **That the design of the subdivision or the type of improvements is not likely to create serious public health and safety problems or unacceptable fire risks to occupants or adjoining properties;**

The project is required to construct improvements in accordance with the conditions of approval and applicable regulations of the VVSP and County Codes so as to not create public health and safety problems for future residents and/or the adjoining residential neighborhood.

- 4.7 **The board of supervisors shall not deny approval of a final map pursuant to section 66474 of the Subdivision Map Act if a tentative map has been approved for the proposed subdivision and if the board finds that the final map is in substantial compliance with the previously approved tentative map;**

Prior to recordation, the final map for this subdivision shall be reviewed and verified for conformance with the approved tentative map.

- 4.8 **That the design of the subdivision or the type of improvements will not conflict with easement, acquired by the public at large, for access through or use of property within the proposed subdivision.**

Subject to conditions of approval, all necessary utility and right-of-way easements for the project are appropriately depicted on the submitted plans and shall be further verified for any conflicts by the County Surveyor's Office at the time of filing of the Final Map for any portions of the approved tentative map.

5.0 DESIGN WAIVERS FINDINGS

The Design Waivers requested are subject to specific findings under Section 16.08.020 of the El Dorado County Subdivision Ordinance described below.

- A. There are special conditions or circumstances peculiar to the property proposed to be subdivided which would justify the waiver.
- B. Strict application of the design or improvement requirements of this chapter would cause extraordinary and unnecessary hardship in developing the property.

- C. The waiver would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.
- D. The waiver would not have the effect of nullifying the objectives of this Article or any other law or ordinance applicable to the subdivision.

The following describes the requested Design Waivers and responds to the required findings criteria.

Design Waiver 1: Modify Hillside Design Std. minimum shoulder width from 3-foot (on downhill side only) to 1-foot beyond sidewalk where sidewalks are present or 2 feet beyond exposed pavement or curb/AC dike surfaces when sidewalks are not present;

A. The Valley View Specific Plan states in chapter 2 (Setting), "Major physical conditions affecting the design of this Plan are slope, the presence or absence and quality of oak woodland cover, and the limited and isolated presence of such special environments as wetlands or riparian zones". The Specific Plan Policies also notes as an objective of the overall design concept on page 21 that the plan should "7. Provide a system of roadways designed to adequately handle projected traffic volumes while minimizing unnecessary grading in steeper portions of the site." Each of the above identified physical conditions can be better managed, planned for, and accommodated by a reduction in the limits of required roadway grading associated with the requested minimum shoulder width waiver. The Design and Improvements Standards Manual (DISM) already accommodates this requested reduction in Std Plan 101B (1-foot shoulder behind sidewalk), but not in the Hillside Design Standards section of the DISM. This waiver is requested to clarify the regulations in this instance. A reduced shoulder will allow for better flexibility in designing around major physical conditions on the site, will reduce overall grading necessary to complete the project, and will reduce the need for retaining walls.

B. As stated previously the Valley View Specific Plan Policies state "provide a system of roadways designed to adequately handle projected traffic volumes while minimizing unnecessary grading in steeper portions of the site." With the wider road shoulders it will increase the landform disturbance and would increase the project's effect on grading which would then impact more oak woodlands, wetlands, and riparian zones. Strict application would not be consistent with the objectives for the Specific Plan Policies.

C. The project is proposing a community with internal private streets. Sidewalks are located adjacent to these reduced shoulders. Design speeds for the internal residential roadways are anticipated to be low. The proposed roadway shoulder width does not conflict with County adopted fire regulations. It is unlikely that this request will be detrimental to health, safety, convenience, and welfare of the public.

D. The proposed waiver would not have the effect of nullifying the objectives of Article II of Title 16 of the County Code or other ordinance as this waiver shall be implemented in support of the design requirements of this subdivision.

Design Waiver 2: Modify Standard Plan 103A-1: Allow driveway to be within 25 feet from a radius return, reduce minimum driveway width from 16 to 10 feet for single car garages only, omit 4-foot taper to back of curb.

A. The Valley View Specific Plan states in Chapter 2 (Setting), "Major physical conditions affecting the design of this Plan are slope, the presence or absence and quality of oak woodland cover, and the limited and isolated presence of such special environments as wetlands or riparian zones". The plan also states on page 95 that "Buildings should be sited on the lot in a location and configuration that minimizes the extent of grading and the height of resulting cut and fill slopes."

The site's major physical conditions can be better managed, planned for, and accommodated through additional flexibility in design as a result of this waiver. The application of this waiver will reduce overall grading necessary to complete the project, will reduce the need for retaining walls, will reduce proposed impervious area, will better accommodate the clustering concept and will provide more flexibility to allow for driveway and building pad location designs which may better accomplish the intent of the specific plan objectives referenced above.

B. Strict application will impede the ability of the applicant/developer to better accomplish reduced impacts to major physical conditions of the site, reduce impervious areas, reduce impacts to the oak woodlands and habitat, minimize grading, and utilize the clustering concept. These waivers are routinely applied to other projects in the County without approval of an actual design waiver. Strict application would not be consistent with the objectives for the Specific Plan Policies.

C. The project is proposing a community with internal private streets. Design speeds for the internal project roadways are low. With low volume, low design speed, private streets, it is unlikely that this request will be detrimental to health, safety, convenience, and welfare of the public.

D. The proposed waiver would not have the effect of nullifying the objectives of Article II of Title 16 of the County Code or other ordinance as this waiver shall be implemented in support of the specific design requirements of this subdivision.

Design Waiver 3: Exceed 3 to 1 lot depth-width ratio for residential lots including Lots 36-43 and 688-691;

A. Volume II page 12 of the DISM states, "Lots are not to exceed a 3 to 1 ratio unless a design waiver is granted." The Valley View Specific Plan states in chapter 2 (Setting), "Major physical conditions affecting the design of this Plan are slope, the presence or absence and quality of oak woodland cover, and the limited and isolated presence of such special environments as wetlands or riparian zones". The plan also states on page 95 that "Buildings should be sited on the lot in a location and configuration that minimizes the extent of grading and the height of resulting cut and fill slopes."

The Specific Plan Policies note as an objective of the overall design concept on page 21 that the plan should “4. Provide transitions and buffering to surrounding rural residential neighborhoods, 5. Maintain and enhance landscape values of the site. Oak Tree Protection shall be carried out in conformance to the program described in Chapters 8 and 9 which emphasize the wildlife, aesthetic and fire protection considerations of certain oak woodland types and provides for management of woodlands transitional to developed areas and implementation of an oak regeneration program. 7. Provide a system of roadways designed to adequately handle projected traffic volumes while minimizing unnecessary grading in steeper portions of the site.”

The site’s major physical conditions can be better managed, planned for, and accommodated through additional flexibility in design as a result of this waiver. The application of this waiver will reduce overall grading necessary to complete the project, will reduce the amount of roadway and lot area needed to accommodate the specific plan dwelling unit total, will reduce proposed impervious area, will better accommodate the clustering concept and will provide more flexibility to allow for lot designs which better accomplish the intent of the specific plan objectives referenced above.

B. Strict application will limit the ability of the applicant/developer to better accomplish reduced impacts to major physical conditions of the site, reduce impervious areas, reduce impacts to the oak woodlands and habitat, minimize grading, and utilize the clustering concept. Strict application would not be consistent with the objectives for the Specific Plan Policies.

C. It is unlikely that this request to have deep lots allowed in the plan will be detrimental to health, safety, convenience, and welfare of the public as the affected lots will be designed according to VVSP standards and constructed to County ordinances, subject to permit requirements.

D. The proposed waiver would not have the effect of nullifying the objectives of Article II of Title 16 of the County Code or other ordinance as this waiver shall be implemented in support of the specific design requirements of this subdivision.

Design Waiver 4: Required Roadway Width for Dead End Roads from 36 feet wide to a Minimum Pavement Width of 24 feet;

A. The Valley View Specific Plan states in chapter 2 (Setting), “Major physical conditions affecting the design of this Plan are slope, the presence or absence and quality of oak woodland cover, and the limited and isolated presence of such special environments as wetlands or riparian zones.” The Specific Plan Policies also note as an objective of the overall design concept on page 21 that the plan should “provide a system of roadways designed to adequately handle projected traffic volumes while minimizing unnecessary grading in steeper portions of the site”. The plan provides for East Ridge local roads to be 24 feet wide in accordance with Type 1 and 2 East Ridge Local Roads as noted in Specific Plan Figure 5.10. Figure 5.10 also notes “Roadway designed to avoid trees and preserve natural terrain.”

A wildland fire safe plan has been prepared and approved by the California Department of Forestry and the El Dorado Hills Fire District including the proposed requested roadway width.

The site's major physical conditions can be better managed, planned for, and accommodated through additional flexibility in design as a result of this waiver. The application of this waiver will reduce overall grading necessary to complete the project, will reduce the amount of disturbed area, will reduce the amount of roadway impervious area, will better accommodate the clustering concept and will provide more flexibility to allow for roadway designs which better accomplish the intent of the specific plan objectives referenced above.

B. Strict application will impede the ability of the designer to better accomplish reduced impacts to major physical conditions of the site, reduce impervious areas, reduce impacts to the oak woodlands and habitat, minimize grading, and utilize the clustering concept. Strict application would not be consistent with the objectives for the Specific Plan Policies.

C. The project is proposing a community with internal private streets (gated in most cases). Design speeds for the internal project roadways are low. With low volume, low design speed, private streets, it is unlikely that this request will be detrimental to health, safety, convenience, and welfare of the public.

D. The proposed waiver would not have the effect of nullifying the objectives of Article II of Title 16 of the County Code or other ordinance as this waiver shall be implemented in support of the specific design requirements of this subdivision.

Design Waiver 5: Allow for Reverse Horizontal Curves without a 100' Tangent, except on Valley View Parkway;

A. The Valley View Specific Plan states in chapter 2 (Setting), "Major physical conditions affecting the design of this Plan are slope, the presence or absence and quality of oak woodland cover, and the limited and isolated presence of such special environments as wetlands or riparian zones." Specific Plan Figure 5.10 also notes "Roadway designed to avoid trees and preserve natural terrain."

The Specific Plan Policies also note as an objective of the overall design concept on page 21 that the plan should "5. Maintain and enhance landscape values of the site. Oak Tree Protection shall be carried out in conformance to the program described in Chapters 8 and 9 which emphasize the wildlife, aesthetic and fire protection considerations of certain oak woodland types and provides for management of woodlands transitional to developed areas and implementation of an oak regeneration program. 7. Provide a system of roadways designed to adequately handle projected traffic volumes while minimizing unnecessary grading in steeper portions of the site."

The site's major physical conditions can be better managed, planned for, and accommodated through additional flexibility in design as a result of this waiver. The application of this waiver will reduce overall grading necessary to complete the project, may reduce the amount of disturbed area, will better accommodate the clustering concept and will provide more flexibility to allow for roadway designs which better accomplish the intent of the specific plan objectives referenced above.

B. Strict application will impede the ability of the applicant/developer to better accomplish reduced impacts to major physical conditions of the site, reduce impacts to the oak woodlands and habitat, minimize grading, and utilize the clustering concept. Strict application would not be consistent with the objectives for the Specific Plan Policies.

C. The project is proposing a community with internal private streets (gated in most cases). Design speeds for the internal project roadways are low. With low volume, low design speed, private streets, it is unlikely that this request will be detrimental to health, safety, convenience, and welfare of the public. The Valley View Parkway roadway design will remain subject to the 100' tangent requirement.

D. The proposed waiver would not have the effect of nullifying the objectives of Article II of Title 16 of the County Code or other applicable ordinance as this waiver shall be implemented in support of the specific design requirements of this subdivision.

Design Waiver 6: Allow for Valley View Parkway to exceed 10% gradient and be designed at 12% Maximum Gradient.

A. The Valley View Specific Plan states in chapter 2 (Setting), "Major physical conditions affecting the design of this Plan are slope, the presence or absence and quality of oak woodland cover, and the limited and isolated presence of such special environments as wetlands or riparian zones." The DISM requires that minor or major collector roads be designed to a maximum gradient of 10% or "to be determined by the County Engineer" respectively. Valley View Parkway is a special circumstance in that it does not provide an opportunity for through trips or full time access to other areas outside of East Ridge Village. Of most significance, the conceptual design of Valley View Parkway prepared by REY Engineers and referenced previously on West Valley View Village Lots 6 and (Y and Z) under TM#06-1409 was based on a 12% maximum gradient.

The Specific Plan Policies also note as an objective of the overall design concept on page 21 that the plan should "5. Maintain and enhance landscape values of the site. Oak Tree Protection shall be carried out in conformance to the program described in Chapters 8 and 9 which emphasize the wildlife, aesthetic and fire protection considerations of certain oak woodland types and provides for management of woodlands transitional to developed areas and implementation of an oak regeneration program. 7. Provide a system of roadways designed to adequately handle projected traffic volumes while minimizing unnecessary grading in steeper portions of the site."

The Specific Plan Chapter 5 also states “In East Ridge Village and for the main road accessing the Village, the need to minimize grading cuts and fills and reduce the area affected by road construction makes special collector road standards necessary. The site’s major physical conditions can be better managed, planned for, and accommodated through additional flexibility in design as a result of this waiver. The application of this waiver will reduce overall grading necessary to complete Valley View Parkway, will reduce the amount of disturbed area, will reduce the need for retaining walls, and will provide more flexibility to allow for roadway designs which better accomplish the intent of the specific plan objectives referenced above.

B. Strict application will impede the ability of the applicant/developer to better accomplish reduced impacts to major physical conditions of the site, reduce impacts to the oak woodlands and habitat, and minimize grading. Strict application would not be consistent with the objectives for the Specific Plan Policies.

C. It is unlikely that this request will be detrimental to health, safety, convenience, and welfare of the public as this modified design has been determined to appropriate and approved by affected agencies.

D. The proposed waiver would not have the effect of nullifying the objectives of Article II of Title 16 of the County Code or other ordinance as this waiver shall be implemented in support of the specific design requirements of this subdivision.

Design Waiver 7: Allow use of reduced vertical curve standards for vertical curve design, consistent with American Association of State Highway and Transportation Officials “A Policy on Geometric Design of Highways and Streets” (AASHTO) when AASHTO allows for less restrictive design standards.

A. The Valley View Specific Plan states in chapter 2 (Setting), “Major physical conditions affecting the design of this Plan are slope, the presence or absence and quality of oak woodland cover, and the limited and isolated presence of such special environments as wetlands or riparian zones.”

The Specific Plan Policies also note as an objective of the overall design concept on page 21 that the plan should “5. Maintain and enhance landscape values of the site. Oak Tree Protection shall be carried out in conformance to the program described in Chapters 8 and 9 which emphasize the wildlife, aesthetic and fire protection considerations of certain oak woodland types and provides for management of woodlands transitional to developed areas and implementation of an oak regeneration program. 7. Provide a system of roadways designed to adequately handle projected traffic volumes while minimizing unnecessary grading in steeper portions of the site.”

The 2004 El Dorado County General Plan Policy TC-1a states “....Road design standards for County-maintained roads shall be based on the American Association of State Highway and Transportation Officials (AASHTO) Standards, and supplemented by

California Department of Transportation (Caltrans) design standards and by County Department of Transportation standards.....". The County staff previously prepared an unadopted Draft Std. Plan RD-03 dated 07-05-11 which proposes revising the County design requirements in such a way as to effectively build this waiver into future County design criteria. While not adopted at this time, this is additional evidence of special circumstances.

The site's major physical conditions can be better managed, planned for, and accommodated through additional flexibility in design as a result of this waiver. The application of this waiver will reduce overall grading, will reduce the amount of disturbed area, may reduce the need for retaining walls, and will provide more flexibility to allow for roadway designs which better accomplish the intent of the Specific Plan objectives referenced above.

B. Strict application will impede the ability of the designer to better accomplish reduced impacts to major physical conditions of the site, reduced impacts to the oak woodlands and habitat and minimization of grading. Strict application would not be consistent with the objectives for the Specific Plan Policies.

C. The project is proposing a community with internal private streets (gated in most cases). Design speeds for the internal project roadways are low. With low volume, low design speed, and private streets, it is unlikely that this request will be detrimental to health, safety, convenience, and welfare of the public.

D. The proposed waiver would not have the effect of nullifying the objectives of Article II of Title 16 of the County Code or other ordinance as this waiver shall be implemented in support of the specific design requirements of this subdivision.

Conditions of Approval

Project Description

1. The Tentative Subdivision Map and Design Waivers are based upon and limited to compliance with the project description, the hearing exhibits marked Exhibits E through X (with modification to Exhibit N detailing the revised setbacks on Lots 675 and 682) and conditions of approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

The project consists of the following:

- A. Tentative Subdivision Map of the 734 acre property consisting of:

- 1) Large-Lot Tentative Subdivision Map (Phase 0) creating 66 large lots for financing and phasing purposes, ranging in size from 0.06 acre to 58 acres;
 - 2) Small-Lot Tentative Subdivision Map creating a total of 759 lots consisting of 701 residential lots, 41 landscape lots, 12 roadway lots, two recreational park lots, one sewer lift station lot, one water tank lot, and one pump station lot;
- B. Design waivers of the following Design and Improvement Standards Manual (DISM) standards:
- 1) Modify Hillside Design Std. minimum shoulder width from 3 feet (on downhill side only) to 1-foot beyond sidewalk where sidewalks are present or 2 feet beyond exposed pavement or curb/AC dike surfaces when sidewalks are not present;
 - 2) Modify Standard Plan 103A-1: Allow driveway to be within 25 feet from a radius return, reduce minimum driveway width from 16 to 10 feet for single car garages only, omit 4-foot taper to back of curb;
 - 3) Exceed 3 to 1 lot depth-width ratio for residential lots including Lots 36-43 and 688-691;
 - 4) Reduce Required Roadway Width for Dead End Roads from 36 feet wide to a Minimum Pavement Width of 24 feet;
 - 5) Allow for Reverse Horizontal Curves without a 100-foot Tangent, except on Valley View Parkway;
 - 6) Allow for Valley View Parkway to exceed 10% gradient and be designed at 12% Maximum Gradient; and
 - 7) Allow use of reduced vertical curve standards for vertical curve design, consistent with American Association of State Highway and Transportation Officials "A Policy on Geometric Design of Highways and Streets" (AASHTO) when AASHTO allows for less restrictive design standards.

The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the County.

2. **Human Remains:** If human remains are encountered during earth-disturbing activities within the project area, all work in the adjacent area shall stop immediately and the El Dorado County Coroner's office shall be notified. If the remains are determined to be Native American in origin, both the Native American Heritage Commission (NAHC) and any identified descendants shall be notified by the Coroner and recommendations for treatment solicited (CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Sections 5097.94 and 5097.98). This requirement shall be noted on grading plans and shall be verified prior to issuance of grading permits.

In the event that previously unknown cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archeologist shall make recommendations on the measures to be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds, in accordance with Section 15064.5 of the CEQA Guidelines. Cultural resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites.

3. **Tentative Map Expiration:** This tentative map shall expire 36 months from the date of approval unless a timely extension is filed.
4. **Development Services Division Fees:** Prior to final map approval, the applicant shall pay all Development Services Division fees associated with this application.
5. **Meter Award Letter:** A meter award letter or similar document shall be provided by the water purveyor prior to recordation of the final map.
6. **Liens and Bonds:** Prior to filing the Final Map, if the subject property is subject to liens for assessment or bonds, pursuant to the provisions of Government Code Section 66493, the owner or subdivider shall either: (a) Pay the assessment or bond in full, or (b) File security with the Clerk of the Board of Supervisors, or (c) File with the Clerk of the Board of Supervisors the necessary certificate indicating provisions have been made for segregation of bond assessment responsibility pursuant to Government Code Section 66493(d).
7. **Hold Harmless:** In the event of any legal action instituted by a third party challenging the validity of any provision of this approval, the developer and landowner agree to be responsible for the costs of defending such suit and shall hold County harmless from any legal fees or costs County may incur as a result of such action, as provided in Section 66474.9(b) of the California Government Code.

The applicant shall defend, indemnify, and hold harmless El Dorado County and its agents, officers, and employees from any claim, action, or proceeding against El Dorado County or its agents, officers, or employees to attack, set aside, void, or annul an

approval of El Dorado County concerning a subdivision, which action is brought within the time period provided for in Section 66499.37.

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

8. Valley View Specific Plan (VVSP) Mitigation Monitoring Reporting Program (MMRP)

Table 1 below details the mitigation measures from the MMRP, which are applicable to the project.

Table 1. VVSP EIR Mitigation Measures Applicable to East Ridge Tentative Subdivision Map				
Identified Impact	Mitigation Measure Designation	Timing	Enforcement Agency	Note
Impact PF 3: Drought Contingency and Water Conservation Planning	PF-3	Prior to Issuance of Building Permit	Planning Services Division	-----
Impact BR-3: Loss of Oak Woodland/Oak Savannah Habitats.	BR-3	Prior to approval Grading Permit	Planning Services Division	The project shall implement all applicable measures of the <i>Oak Tree Protection, Re-vegetation, and Monitoring Plan for East Ridge Village of the Valley View Specific Plan</i> (prepared by Ralph Osterling Consultants Inc. dated December 17, 2014) Prior to issuance of grading permit, a pre-construction survey shall be submitted evaluating potential presence of raptor and songbird nests, and bat roosts.
Impact BR-4: Reduction of the Habitat Quality of Oak Woodland During Construction.	BR-4	During Project Construction	Planning Services Division	The project shall implement all applicable measures of the <i>Oak Tree Protection, Re-vegetation, and Monitoring Plan for East Ridge Village of the Valley View Specific Plan</i> .
Impact BR-7: Reduction of Habitat Quality of Riparian Areas During Construction.	BR-7	During Project Construction	Planning Services Division	This mitigation measure has been satisfied with the issuance of a grading permit for the construction of the major crossings and approval and implementation of the U.S. Army Corp of Engineers Wetland Permit. However, for future construction if a 1600 California Department of Fish and Wildlife (CDFW) permit is necessary and application with the CDFW will be submitted for impacts to any riparian impacts.
Impact BR-12: Impacts on Bats	BR-12	Prior to approval Grading Permit	Planning Services Division	This mitigation measure shall be added as a note to the construction drawings and/or a biologist shall be hired prior to do a pre-construction survey to address this mitigation measure.

Impact BR-13: Impacts on Raptors:	BR-13	Prior to approval Grading Permit	Planning Services Division	This mitigation measure shall be added as a note to the construction drawings and/or a biologist shall be hired prior to do a pre-construction survey to address this mitigation measure.
Impact SG-3: Grading Impacts	SG-3	Prior to Final Map	Transportation Division and Building Division	This mitigation measure has been partially satisfied with the completion of the geotechnical report that has been submitted with the TM packet. The remainder of the mitigation measure deals with NPDES and SWPP requirements, which shall be applied to the project.
Impact SG-4: Hazards from Cut-and-Fill Slopes.	SG-4	Prior to approval Grading Permit	Transportation Division	This mitigation measure will be applied during design and the construction phase.
Impact SG-5: Hazards Due to Trench Wall Instability	SG-5	Prior to approval Grading Permit	Transportation Division	This mitigation measure will be applied during design and the construction phase.
Impact SG-10: Exposure to Asbestos Dust	SG-10	Prior to approval Grading Permit	Transportation Division	This mitigation measure shall be applied to the project and verified according to the identified timing.
Impact H-1: Increased Flows in Tributary 4 of Carson Creek	H-1	Prior to Final Map	Transportation Division	Project drainage shall be verified for consistency with the Carson Creek Regional Drainage Study.
Impact H-2: Increased Flows in Plunkett Creek	Apply H-1	Prior to Final Map	Transportation Division	This mitigation measure shall be applied to the project and verified according to the identified timing. The submitted Drainage Study is consistent with the Carson Creek Regional Drainage Study. On-site detention is provided in the Plunkett Creek shed.
Impact H-5: Construction-Related Soil Erosion and Sedimentation.	H-5	Prior to approval Grading Permit	Transportation Division	The project shall implement SWPP and NPDES, as conditioned.
Impact AQ-1: Air Quality Impacts from Construction.	AQ-1a, 1b, 1c, 1d	Prior to approval Grading Permit	Transportation Division	The project shall implement measures in the East Ridge Air Quality and Greenhouse Gas Analysis (GHG) prepared by PMC (July 2014).
Impact N-2: Land Use/Noise Conflicts along Interior Roadway Frontages.	N-2	Prior to Issuance of Building Permit	Building Division	An Acoustical Analysis (prepared by Bollard Acoustical Consultants dated April 17, 2015) has been submitted for the project. All referenced applicable noise mitigation measures shall be applied.
Impact N-5: Construction Noise	N-5	Prior to Issuance of Building Permit	Planning Services Division	An Acoustical Analysis (prepared by Bollard Acoustical Consultants dated April 17, 2015) has been submitted for the project. All referenced applicable noise mitigation measures shall be applied.
Impact CR-1: Impacts on Prehistoric Sites (CA-ELD-80/H, CA-ELD-785/H, CA-ELD-788, V1, V2, V4, V5, V10, V14, V15,	CR-1	Prior to Tentative Map	Planning Services Division	This mitigation measure has been satisfied with the submittal of a Cultural Resource Study by ECORP (January 13, 2015) for East Ridge analyzed the identified resources. Conditions 1-8 from the study shall be implemented during site construction.

V16, V19, V20, V22, V23, V24, V27, V38, V42, V43				
Impact CR-5: Impacts on Ranching Habitation Sites (CA-Eld-786-H, CA-Eld-787-H, V3, V8, V13, V16, V28	CR-5	Prior to Tentative Map	Planning Services Division	This mitigation measure has been satisfied with the submittal of a Cultural Resource Study by ECORP (January 13, 2015) as part of project application. Conditions 1-8 from the study shall be implemented during site construction.
Impact CR-6: Impacts on Buried/Undiscovered Heritage Resources.	CR-6	Prior to Tentative Map	Planning Services Division	This mitigation measure has been satisfied with the submittal of a Cultural Resource Study by ECORP (January 13, 2015) as part of project application. Conditions 1-8 from the study shall be implemented during site construction.
Impact CR-7: Impacts on Buried/Undiscovered Traditional Cultural Properties.	CR-7	Prior to Tentative Map	Planning Services Division	This mitigation measure has been satisfied with the submittal of a Cultural Resource Study by ECORP (January 13, 2015) as part of project application. Conditions 1-8 from the study shall be implemented during site construction.
Impact E-1: Long-Term Project Energy Use Impact.	E-1	Prior to Issuance of Building Permit	Building Division	Compliance with Title 24 shall be verified prior to issuance of building permits.
Impact E-2: Transportation-Related Energy Consumption	E-2	Prior to Issuance of Building Permit	Building Division	This mitigation measure will occur at the time of building permit issuance. However, the Tentative Map has bikeways and pedestrian circulation plan and bus turnouts provided in the project.

Transportation Division-Project Specific Conditions

9. **Road Design Standards:** The Developer shall construct all roads in conformance with the County Design and Improvements Standard Manual (DISM) and the Valley View Specific Plan, modified as shown on the Tentative Map and as presented in Table 1 (the requirements outlined in Table 2 are minimums).

Table 2. East Ridge Tentative Subdivision Map Road Improvements				
ROAD NAME	WIDTH*	R/W	DESIGN SPEED	EXCEPTIONS/ NOTES
Valley View Parkway (Public Street)	24 ft each direction with raised median	70ft	40 mph	Tentative Map Section I Raised median width varies 6ft – 14ft. No median at turn pockets. 6ft sidewalk (inclusive of top of curb) on one side. Type II vertical curb.(DISM Pg 17, Sec 2.E, C,G & S)
“A” (Valley View to “T” St) “N” Street (“A” St to “Q” St) “Q” Street	40 ft	50 ft	25 mph	Tentative Map Section II 4ft minimum sidewalk both sides. Type I rolled curb** Private Streets.

"I", "K", "V" Streets	40 ft	50 ft	25 mph	Tentative Map Section II 4ft minimum sidewalk one side. Type I rolled curb.** Private Streets.
"A" St (Valley View to "L" St) "B" Street, "B" Court "C" Street "C" Court "D" Street, "D" Court "E" Street "G" Court "H" Court "I" Court "K" Court ("V" St to "D" Court) "L" Street, "L" Court "M" St (Valley View to "G" Ct) "M" St ("O" Cir to "Q" St) "N" St ("Q" St to "M" St) "O" Circle, "O" Court "Q" Court "R" Street "S" Street "Z" Street	30 ft	40 ft	25 mph	Tentative Map Section III. No sidewalks. Type E (mountable) Hot Mixed Asphalt (HMA) Dike on lot access frontage. Type A (vertical) HMA Dike on open space lots and non-access frontage. Private Streets.
"A" Court "M" St ("G" Ct to "O" Cir) "K" Court ("D" Ct to CDS) "E" Court "F" Street "F" Court "G" Street "H" Street "J" Court "M" Court "N" Court "T" Street, "T" Court "U" Street, "U" Circle "X" Street "Y" Street	30 ft	40 ft	25 mph	Tentative Map Section IV. Cross-sloped to roadside ditch. Private Streets.

10. **Off-Site Roadway Improvements:** The following off-site Traffic Control improvements shall be constructed and included in the project improvement plans.

- a) Valley View Parkway northbound approach to White Rock Road; re-stripe the existing left turn pocket on Valley View Parkway, to extend from the existing raised median, north to the White Rock Road crosswalk / limit line. Centerline striping shall conform to Detail 22, Caltrans Standard Plan A20A. Channelizing line shall conform to Detail 38, Caltrans Standard Plan A20D. Placement of two (2) Type III (L) Arrows conforming to Caltrans Standard Plan A24B, or if so determined by the Transportation Division, two (2) Type IV (L) arrows conforming to Caltrans Standard Plan A24A.
- b) The Developer shall place signing, striping and pavement markings to create an all-way stop-controlled intersection at Valley View Parkway and Blackstone Parkway. Pavement markings shall include limit lines and/or crosswalks, "Stop" and "Stop Ahead" markings.

Final configuration of Traffic Control Improvements will be determined at the Improvement Plan Stage, subject to review and approval by the Transportation Division.

11. **Offer of Dedication, Interior Roads:** Interior Roads are private and are to be maintained by a Homeowner's Association. The County will reject any offer of dedication.
12. **Offer of Dedication, Valley View Parkway:** The Developer shall offer to dedicate, in fee, the rights of way for Valley View Parkway shown as "Lot R" on the tentative map, with the final map. Said offer shall include all appurtenant slopes, drainage, pedestrian, public utility, or other public service easements as determined necessary by the County.

The offer will be accepted by the County, provided that a County Service Area Zone of Benefit has been created and funded to provide for maintenance of Valley View Parkway

13. **Encroachment Permit:** The Developer shall obtain an encroachment permit from TD for the connection of Valley View Parkway Extension to the existing Valley View Parkway, and the Off-Site Traffic Control Improvements. The improvements shall be completed to the satisfaction of TD or the Developer shall obtain an approved improvement agreement with security, prior to the filing of the map.

Transportation Division Standard Conditions

14. **TIM Fees:** The Developer shall pay the traffic impact mitigation fees at issuance of building permit.
15. **Off-site Easements:** Developer shall provide all necessary recorded easements for any drainage, slope and road improvements crossing the property line prior to approval of the improvement plans.

16. **Driveway Cuts:** Subdivision improvements shall include rough grading of driveways for all lots with street cuts or fills along the frontage of six feet or more difference in elevation, or as found necessary for reasonable access by the County Engineer. Construction of said driveways shall conform to the Design and Improvements Standards Manual and the Encroachment Ordinance. Attention should be given to the minimum required sight distance at all driveway encroachments. As an alternative, a Notice of Restriction shall be filed against all downhill lots with fill in excess of 6 feet which allows structural driveway access only.
17. **Secondary Access:** Where required by the local Fire Agencies, a secondary access road, providing permanent or temporary looped circulation for each phase of development, shall be constructed prior to the first building permit being issued for any residential structure with the exception of model homes.
18. **Turnaround:** If required by the local fire district, the Developer shall provide a turn-around at the end of each phased, partially constructed roadway to the provisions of El Dorado County Design and Improvements Manual (DISM) Standard Plan 114 or approved alternatives allowed by local fire district. The improvements shall be completed to the satisfaction of the Transportation Division or the Developer shall obtain an approved improvement agreement with security, prior to the filing of the final map.
19. **Entrance Gates:** All gates providing access from a public road to a private road or driveway shall be located at least 30 feet from the public roadway and shall open to allow a vehicle to stop without obstructing traffic on that road. Additionally, gate entrances shall be at least two feet wider than the width of the traffic lane(s) serving that gate, and include a turn-around area in front of the gate. Exceptions may be allowed with the approval of the local Fire Agencies and concurrence from Transportation Division.
20. **Easements:** All existing and proposed easements shall be shown on the project grading plans, improvement plans, and final map.
21. **Signing and Striping:** The project improvement plans shall include all necessary signing and striping as required by the Transportation Division with particular attention to those areas where design waivers are approved. Signing and striping shall conform to the latest version of the California Manual on Uniform Traffic Control Devices (MUTCD).
22. **Curb Returns/ Accessibility:** All public streets where pedestrian facilities are provided shall be provided with curb ramps and cross walks meeting current accessibility standards.
23. **Maintenance Entity:** The proposed project must form an entity for the maintenance of any shared or common: private roads, parking facilities, landscaping, signs and drainage facilities. If there is an existing entity, the property owner shall modify the document if the current document does not sufficiently address maintenance of the roads, parking facilities, landscaping, signs, and drainage facilities of the current project. TD shall

review the document forming the entity to ensure the provisions are adequate prior to filing of the final map.

24. **Common Fence/Wall Maintenance:** The responsibility for, and access rights for, maintenance of any fences and walls constructed on property lines shall be included in the Covenants, Codes and Restrictions (CC&Rs).
25. **Construction Hours:** Construction activities shall be conducted in accordance with the County Health, Safety, and Noise Element and limited to the daylight hours between 7:00 a.m. and 7:00 p.m. on Monday through Saturday. Prohibit construction on Sunday.
26. **Consistency with County Codes and Standards:** The Developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual and Specific Plan (as may be modified by these Conditions of Approval or by approved Design Waivers) from the Transportation Division and pay all applicable fees prior to filing of the final map.

Additionally, the project improvement plans and grading plans shall conform to the County Grading, Erosion and Sediment Control Ordinance, Grading Design Manual, the Drainage Manual, Off-Street Parking and Loading Ordinance, all applicable State of California Water Quality Orders, the State of California Handicapped Accessibility Standards, and the California Manual on Uniform Traffic Control Devices (MUTCD).

27. **Import/Export Grading Permit:** Any import, or export to be deposited or borrowed within El Dorado County, shall require an additional grading permit for that offsite grading.
28. **Improvement Plan Review:** Grading and improvement plans shall be prepared and submitted to the El Dorado County Resource Conservation District (RCD) and the Transportation Division. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the Transportation Division shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. Grading plans shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance, Drainage Manual and as required otherwise by Law.
29. **RCD Coordination:** The timing of construction and method of re-vegetation shall be coordinated with the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the Developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the Transportation Division. The Transportation Division shall approve or conditionally approve such plans and cause the Developer to implement said plan on or before October 15.
30. **Soils Report:** At the time of the submittal of the grading or improvement plans, the Developer shall submit a soils and geologic hazards report (meeting the requirements for

such reports provided in the El Dorado County Grading Ordinance) to, and receive approval from the El Dorado County Community Development Agency. Grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations and address, at a minimum, grading practices, compaction, slope stability of existing and proposed cuts and fills, erosion potential, ground water, pavement section based on TI and R values, and recommended design criteria for any retaining walls.

31. **Water Quality Stamp:** All new or reconstructed drainage inlets shall have a storm water quality message stamped into the concrete, conforming to the Storm Water Quality Design Manual for the Sacramento and South Placer Regions, Chapter 4, Fact Sheet SD-1. All stamps shall be approved by the El Dorado County inspector prior to being used.
32. **Drainage Study / NPDES Compliance:** The project proposes to create more than 5000 square feet impervious surface. This qualifies the project as a "Regulated Project" under section E.12.c of the California State Water Resources Control Board (SWRCB) Water Quality Order No. 2013-0001-DWQ (Order).

The project has implemented a comprehensive urban runoff control program in accordance with Mitigation Measure H-6 from the project E.I.R. to mitigate non-point source water quality effects from the project. Additionally, the project must comply with State-mandated County regulations in effect at the time of issuance of construction permits.

The Developer shall provide a final drainage report with the project grading and/or improvement plans, consistent with the County Drainage Manual, the project urban runoff control program, the Carson Creek Regional Drainage Study, and State and Federal water quality regulations in effect at that time. The Drainage Report shall address storm water runoff increase, impacts to downstream facilities and properties, and identification of appropriate storm water quality management practices to the satisfaction of the Transportation Division.

Pursuant to Section 1.8.3 of the Drainage Manual, the report shall be prepared by a Civil Engineer who is registered in the State of California. A Scoping Meeting for the required drainage study between County staff and the engineer shall occur prior to the first submittal of improvement plans. The engineer shall bring a watershed map and any other existing drainage system information to the Scoping Meeting. The improvements shall be completed to the approval of the Transportation Division prior to occupancy.

33. **Drainage (Cross-Lot):** Cross lot drainage shall be avoided wherever possible. (DISM Pg 15, Sec 2.C.1.c.) When cross lot drainage does occur, it shall be contained within dedicated drainage easements. This drainage shall be conveyed via closed conduit or v-ditch, to either a natural drainage course of adequate size or an appropriately sized storm drain system. As an alternative, the CC&R's may contain a provision for the downstream property owner(s) to accept sheet flow for the upstream property owners, subject to the review and approval by the Transportation Division at the improvement plan stage.

Additionally the East Ridge Village Design Review Committee shall review all home site plans for drainage.

34. **Drainage Easements:** Pursuant to Section 4.D of the DISM, the site plans shall show drainage easements for all on-site drainage courses and facilities and shall be included on site grading plans.
35. **NPDES Construction Permit:** The project proposes to disturb more than 1 acre of land and therefore, is required to obtain coverage under the California State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ (CGP), including any and all amendments or revised orders issued by the SWRCB.

The Developer shall demonstrate compliance with the CGP (or equivalent permit issued by the SWRCB) prior to issuance of construction permits by County.

36. **Electronic Documentation:** Upon completion of the improvements required, and prior to acceptance of the improvements by the County, the Developer will provide a CD to Transportation Division with the drainage report, structural wall calculations, and geotechnical reports and record drawings in PDF format (TIF format optional for record drawings only).

Air Quality Management District

37. **Asbestos Dust:** Current county records indicate this subject property is located within the Asbestos Review Area. An Asbestos Dust Mitigation Plan (ADMP) Application with appropriate fees shall be submitted to and approved by the AQMD prior to project construction if a grading permit is required by the County or if the project moves more than 20 cubic yards of soil. (Rules 223 and 223.2). The project shall adhere to the regulations and mitigation measures for fugitive dust emissions asbestos hazard mitigation during the construction process. Mitigation measures for the control of fugitive dust shall comply with the requirements of Rule 223 and 223.2.
38. **Paving:** Project construction will involve road development and shall adhere to AQMD Cutback and Emulsified Asphalt Paving Materials (Rule 224).
39. **Painting/Coating:** The project construction may involve the application of architectural coating, which shall adhere to AQMD Rule 215 Architectural Coatings.
40. **Open Burning:** Burning of wastes that result from "Land Development Clearing" must be permitted through the AQMD. Only vegetative waste materials may be disposed of using an open outdoor fire (Rule 300 Open Burning).
41. **Construction Emissions:** During construction, all self-propelled diesel-fueled engines greater than 25 horsepower shall be in compliance with the California Air Resources Board (ARB) Regulation for In-Use Off-Road Diesel Fueled Fleets (§ 2449 et al, title 13, article 4.8, chapter 9, California Code of Regulations (CCR)). The full text of the

regulation can be found at ARB's website here: <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>. An applicability flow chart can be found here: http://www.arb.ca.gov/msprog/ordiesel/faq/applicability_flow_chart.pdf. Questions on applicability should be directed to ARB at 1-866-634-3735. ARB is responsible for enforcement of this regulation.

42. **Portable Equipment:** All portable combustion engine equipment with a rating of 50 horsepower or greater shall be under permit from the California Air Resources Board (CARB). A copy of the current portable equipment permit shall be with said equipment. The applicant shall provide a complete list of heavy-duty diesel-fueled equipment to be used on this project, which includes the make, model, year of equipment, daily hours of operations of each piece of equipment.

El Dorado Hills Fire Department

43. **Potable Water System:** The potable water system with the purpose of fire protection for this residential development shall provide a minimum fire flow of:
- A. Option 1: 1,000 gallons per minute with a minimum residual pressure of 20 psi for a two-hour duration. This requirement is based on a structure 6,200 square feet or less in size, Type V-B construction;
 - B. Option 2: 1,125 gallons per minute with a minimum residual pressure of 20 psi for a two-hour duration. This requirement is based on a structure 6,201 - 7,700 square feet or less in size, Type V-B construction;
 - C. Option 3: 1,250 gallons per minute with a minimum residual pressure of 20 psi for a two-hour duration. This requirement is based on a structure 7,701 - 9,400 square feet or less in size, Type V-B construction;
 - D. Option 4: 1,375 gallons per minute with a minimum residual pressure of 20 psi for a two-hour duration. This requirement is based on a structure 9,401 - 11,300 square feet or less in size, Type V-B construction;
 - E. All homes shall be fire sprinklered in accordance with NFPA 13D and Fire Department requirements. This fire flow rate shall be in excess of the maximum daily consumption rate for this development. A set of engineering calculations reflecting the fire flow capabilities of this system shall be supplied to the Fire Department for review and approval.

Conformance with this condition shall be verified prior to approval of Improvement Plan.

44. **Mueller Dry Barrel:** This development shall install Mueller Dry Barrel fire hydrants, or any hydrant approved by the El Dorado Irrigation District, for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 500 feet. The exact location of each hydrant shall be determined by the Fire

- Department at the improvement plan stage. Hydrants shall be located on the same side of the streets designated as “No Parking” where possible. Conformance with this condition shall be verified prior to approval of Improvement Plan.
45. **Roadway Marking:** In order to enhance nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with a blue reflective marker as specified by the Fire Department and State Fire Safe Regulations. Conformance with this condition shall be verified prior to approval of Improvement Plan.
 46. **Installation of Access Roadways and Fire Hydrant:** In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to combustibles being brought onto the site as specified by the Fire Department, Standard B-003. Conformance with this condition shall be verified prior to approval of Improvement Plan.
 47. **Wildfire Safe Plan:** This development shall be conditioned to implement the Wildland Fire Safe Plan dated August 1998, and Amendment A to the Wildland Fire Safe Plan dated August 24, 2014. Conformance with this condition shall be verified prior to approval of Improvement Plan.
 48. **Non-combustible Fencing:** Lots that back up to wildland open space shall be required to use non-combustible type fencing. Conformance with this condition shall be verified prior to approval of Improvement Plan.
 49. **Traffic Calming Device:** This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway. Conformance with this condition shall be verified prior to approval of Improvement Plan.
 50. **Driveways:** Driveways shall be designed according to the following standards:
 - A. The driveways serving this project shall be designed to a maximum of 16% grade and can be increased to 20% if paved.
 - B. Driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a turnout near the midpoint of the driveway. A turnaround shall be provided at all building sites on driveways over 300 feet in length, and shall be within 50 feet of the building.
 - 1) The following lots will require special attention to this section: Lots 22, 49, 52, 123, 337, 339, 648, 652, 653, 654, 675, 682, 698,700, and 701.
 - 2) The El Dorado Hills Fire Department will review the driveway profiles for all lots in East Ridge as the building plans are pulled.

- C. All driveways shall be a minimum of 12 feet wide and be cleared of vegetation to an unobstructed vertical clearance of not less than 15 feet. Conformance with this condition shall be verified prior to approval of Improvement Plan.
51. **Emergency Vehicular Access (EVA):** No portion of EVA – 01 (Blackstone) shall exceed 16%. Conformance with this condition shall be verified prior to approval of Improvement Plan.
52. **Gates Installation:** Gates within the subdivision shall be installed according to the following standards:
- A. Any gate shall meet the El Dorado Hills Fire Department Gate Standard B-002.
 - B. All gates providing access to the EVA's located at Blackstone, Ryan Ranch, and Marble Valley shall meet the El Dorado Hills Fire Department Gate Standard B-002.
 - C. Any gate located on a trail or service road shall be equipped with a swing type gate with a Knox lock so fire apparatus may gain access to the trail or service road. No bollards are allowed.

Conformance with this condition shall be verified prior to approval of Improvement Plan.

53. **Parking:** All parking restrictions as stated in the El Dorado Hills County Water District Ordinance 36 shall be in effect. Parking will be allowed as follows:
- A. Valley View Parkway – no parking
 - B. East Ridge Collector – parking on both sides of the street
 - C. Local Road – Type 1 – Parking on one side of the street only. The curb on the side of the street with a sidewalk shall be painted red or signed every 25 feet “no parking fire lane.” This shall be white letters on a red background.
 - D. Local Road – Type 2A – Parking on one side of the street only. The curb on one side of the street shall be painted red or signed every 25 feet “no parking fire lane.” This shall be white letters on a red background.
 - E. Local Road – Type 2B – Parking on one side of the street only. The curb on one side of the street shall be painted red or signed every 25 feet “no parking fire lane.” This shall be white letters on a red background.
 - F. No parking is allowed in any gated entry area.

Conformance with this condition shall be verified prior to approval of Improvement Plan.

54. **Dead End Roads:** This project may be phased so long as dead end roads do not exceed 800 feet or 24 parcels; whichever comes first. Alternate phasing options may be discussed between the property owner and fire department. Conformance with this condition shall be verified prior to approval of Improvement Plan.

County Surveyor

55. **Survey Monuments:** All survey monuments must be set prior to filing the Final Map or the developer shall have surety of work to be done by bond or cash deposit. Verification of set survey monuments, or amount of bond or deposit to be coordinated with the County Surveyors Office prior to the filing of the Final Map.
56. **Road Name:** The roads serving the development shall be named by submitting a completed Road Name Petition to the County Surveyors Office prior to filing the Final Map with the Board of Supervisors. Proof of any signage required by the Surveyor's Office must also be provided prior to filing the Final Map. All associated fees will be the responsibility of the applicant.

El Dorado Hills Community Services District


57. **Parkland Dedication:** Pursuant to Section 16.12.090 of the El Dorado County Subdivisions Ordinance, the project is subject to the dedication of land, the payment of fees in lieu thereof, or a combination of both. Parkland dedication shall be calculated based upon factors for development within the El Dorado Hills Community Services District. Parks shall be offered to the El Dorado Hills Community Services District. Prior to the recordation of the first final map, the applicant shall show evidence of an agreement with the El Dorado Hills Community Services District for location, size, improvements, and timing of dedication/acceptance of the parks, and assure compliance with the parkland dedication requirements.

ADJOURNMENT

Meeting adjourned at 9:54 a.m.

APPROVED BY THE COMMISSION

Authenticated and Certified:

 6/25/15

Rich Stewart, Chair