

**CITY OF PLACERVILLE**  
**Community Development Department**  
**STAFF REPORT**

**DATE:** March 21, 2006

**PROJECT:** Tentative Subdivision Map 05-01  
Cottonwood Park Planned Development Phases 4 & 6

**REQUEST:** Tentative Subdivision Map approval for 39 single family lots and an amendment to the original Planned Development Overlay for the entire project.

**APPLICANT:** Edward Mackay and Daniel Mackay

**AGENT:** Patterson Development Company

**LOCATION:** 22.2 acres located generally north of Clay Street and south of the Poverty Hill Road/Roddan Court intersection.

**ASSESSOR'S  
PARCEL NOS.:** 2:051:27, 2:071:33 & 34

**PARCEL AREA:** 22.2 acres

**GENERAL PLAN  
DESIGNATION:** Low & Medium Density Residential; Rural Residential

**ZONING:** R1-6,000 (Single Family Residential 6,000 sq. foot minimum parcel area); R1-10,000 (Single Family Residential 10,000 square foot minimum parcel area); R-1A (Single Family Residential one acre minimum parcel area); and, Planned Development Overlay.

**CURRENT USE:** Vacant

**SURROUNDING  
LAND USES:** North, West & East – Low Density Residential  
Southwest – High Density Residential  
South and Southeast – Medium Density Residential.

**ENVIRONMENTAL  
DOCUMENT:** Mitigated Negative Declaration

## **BACKGROUND**

In 1988, the City Council approved a request for a Zone Change and General Plan Amendment for a 214-unit phased Planned Development Overlay consisting of 66 single family lots, 78 townhouses and 70 apartment units on approximately 49 acres located between Pleasant Street, Anderson Way and Roddan Court. The 1988 Planned Development Overlay Map is attached as Exhibit 'A' (Tab 2). In 1992, the City Council approved the Tentative Subdivision Map for Phase 1, consisting of 35 single family lots on 7.1 acres on the southeast portion of the Development Plan. In 1998, Phase 2 of the Development Plan was approved; but, in lieu of 78 townhouses, 78 "affordable" apartment units were substituted, along with laundry facilities, Management Office and outdoor recreation amenities. Also, in 1998, approval was granted for Phases 3 & 5 of the Planned Development Overlay, consisting of 9 single family lots on approximately 1.6 acres and 81 senior apartment units on approximately 3.7 acres. Construction on the above Phases has been completed.

In addition to the above, an area of approximately 1.5 acres was reserved in the project for a public park to be built by the developer, dedicated to the City and funded via a Lighting, Landscaping Maintenance District. The engineering design for the park is currently under review by the City Engineering Division and a bond has been posted for the park improvements by the developer to guarantee its completion. Completion of the park is expected during the 2006 construction season and the funding mechanism for ongoing park maintenance is in place. Although the park is expected to be completed in 2006, the Planning Commission strongly suggested that it be completed no later than the 2007 construction season.

This application was considered at two Public Hearings by the Planning Commission. The Commission voted unanimously (4 - 0) recommending that the City Council approve the two final phases of the Cottonwood Planned Development. The Commission made several subtle changes to the project which are discussed in this report. Copies of the Commission's meeting Minutes are also enclosed.

## **DESCRIPTION OF SITE AND REQUEST**

The site is 22.2 acres and contains gentle to moderate slopes with southerly and/or easterly aspects. The area is best characterized as an oak woodland forest containing native grasses, trees and shrubs.

This request is to complete the last two phases (Phases 4 & 6) of the Cottonwood Park Planned Development Overlay. Proposed is a 39-lot single family subdivision on approximately 22.2 acres. The proposal involves the completion of a north/south roadway linkage between Clay Street and Poverty Hill Road/Roddan Court, which is a roadway included on the City's Master Circulation Plan. An internal road serving

additional single family lots, grading and a slope easement for a roadway extension to the property to the east are also proposed.

More specifically, Phase 4 consists of 19 single family lots on 6.2 acres, with lots ranging in area between 7,000 square feet and 27,000 square feet (0.16 ac. and 0.62 ac., respectively). Phase 6 consists of 20 single family lots on approximately 16 acres, with lots ranging in area between 6,000 square feet (0.14 ac.) and 3.79 acres.

When comparing Phase 4 to the approved Planned Development Overlay Map (Exhibit 'A', Tab 2) approved in 1988, it appears consistent with the original approval in terms of roadway location, lot layout and parcel area, and has a similar number of parcels. When comparing the original Planned Development Overlay Map for Phase 6 with that which is proposed, changes are notable with respect to lot layout, number of lots and lot location. Originally, this portion of the project site had 9 – 10 parcels, and the proposed Map shows 20 lots for Phase 6. Instead of 9 Low Residential lots, proposed are 16 lots clustered in the center of 16.0-acre Phase 6 surrounded by 4 large lots with the areas between 1.7 acres and 3.8 acres, thus creating a large buffer area for properties to the northwest, north, northeast and east.

In order to accommodate the 20 lots central to Phase 6, the import of material and its mass pad placement is proposed, which will re-contour the area central to the site. Also proposed in Phase 6 is a propane tank farm, which will provide service to homes in Phases 4 & 6.

The combined number of lots in Phases 4 & 6 exceeds the original number of lots for the combined Phases and this requires an amendment to the Planned Development Overlay. This will be discussed in further detail below.

**PLANNED DEVELOPMENT OVERLAY AMENDMENT**

The project proponents are requesting an amendment to the originally approved Planned Development Overlay (PDO). The table below shows a comparison of the original PDO vs what has been constructed thus far:

<b><u>Original PDO (1988):</u></b>		<b><u>Approved &amp; Constructed (thru 2005):</u></b>	
Townhouses	78	“Affordable” apartments	78
Village Townhouses (apartments)	70	Senior “Affordable” apartments	81
Single family lots	66	Single family lots	44
		<b>Subtotal</b>	<b>203</b>
		Proposed Phases 4 & 6	39
<b>Total</b>	<b>214</b>	<b>Total</b>	<b>242</b>

In the attached letter (Exhibit 'B', Tab 4), the project proponents put forth their argument for the amendment to the PDO. In part, they suggest that they should be entitled to the City's consideration for a "density bonus" by providing for additional senior affordable dwelling units (11 units more), and in providing 78 affordable apartment units. Staff notes that the zoning in place for the subject site in 1988 would permit up to 234 dwelling units on the subject site prior to any density bonus consideration. In fact, an alternative plan with 234 dwelling units, but not the preferred plan, was presented by the applicant at that time. It should also be noted that the current slope-to-parcel area regulations (Slope Ordinance) was not in place in 1988 when the original PDO was granted. As such, it may be inappropriate to apply the current standard at this time.

To staff's knowledge, this is the first time a PDO amendment has been proposed for an increase in density. Although, in the past, other incentives have been granted for affordable housing projects, such as a reduction in development standards for parking. In reviewing the Tentative Subdivision Map for Phases 4 & 6, it appears that Phase 4 is consistent with the previously proposed Phase 4. It is in Phase 6 where the character of the original PDO is most modified. The 1988 PDO showed a total of 26 dwelling units in Phases 4 & 6. In reviewing the Map, an argument could be made that because the density as proposed is central to Phase 6 and larger than previously proposed lots are proposed around the perimeter, that the impact of the increased density in terms of tree removal and viewshed is minimized upon surrounding properties.

## **TRAFFIC AND CIRCULATION**

Traffic counts were taken on Clay Street in October & November of 2005, which reveal that current traffic volumes on Clay Street northwest of Anderson Way is approximately 840 vehicle trips per day and traffic volumes on Clay Street north of Coleman Street is approximately 570 vehicle trips per day. The original traffic generation estimates made in 1990 for Cottonwood Estates (at build out) projected that Clay Street near Mosquito Road would realize 834 vehicle trips per day and Clay Street north of Coleman Street 660 vehicle trips per day. Proposed Phases 4 & 6 will generate approximately 390 vehicle trips per day, and will increase traffic volumes on both the eastern and western legs of Clay Street described above. It is anticipated that the eastern leg near Anderson Way will increase by 245 vehicle trips per day and the western leg of Clay Street north of Coleman Street will increase by approximately 145 vehicle trips per day. This brings the total for each leg to 1085 and 715 vehicle trips per day respectively. Stated in another way, these two phases will generate approximately 25 vehicles at AM and PM peak hour on Clay at Anderson, and 14 vehicles at AM and PM peak hour on Clay Street north of Coleman Street. The increase in traffic volumes generated by Phases 4 & 6 is well within the roadway design and roadway capacity for the local roadway circulation system and will represent only a negligible increase with respect to traffic volumes on Mosquito Road/Clay Street and Clay Street near Main Street.

The project also proposes a major roadway extension, Constellation Drive, between Clay Street to the south and Poverty Hill Road/Roddan Court to the north. This roadway is identified on the City's Master Circulation Plan and can provide yet another vital link in improving the City's long term circulation system. A major portion of the roadway has been "rough" graded as a water line serving the project has already been installed from Poverty Hill Road/Roddan Court to Clay Street in the location of the proposed road. The full construction of Constellation Drive is a requirement of Phase 4. A second internal roadway, Constellation Court, is shown on the Tentative Map in a centrally located area of Phase 6. In the short term, this roadway will serve only project residents but, in the long term, will potentially provide another circulation link to the east, as the grading and right-of-way are requirements of Phase 6. The Planning Commission recommended that the design speed of this road not exceed 25 miles per hour.

The intersection of Main Street and Clay Street (and Cedar Ravine) operates at Level of Service 'E' and 'F' during peak AM and PM periods. This Level of Service will continue until Clay Street is realigned with Main Street, which is currently a project on the City's Capital Improvement Plan with partial funding already secured and full project initiation projected for the 2007/2008 Fiscal Year. It is estimated that a majority of the Clay Street turn movements from project related traffic will be in a westerly direction, thus avoiding the cross traffic left turn movement; and, even though this intersection currently operates at Level of Service 'E' and 'F', the relatively contribution in increased traffic in terms of peak hour trips are expected to result in a less than significant impact on the operation level of this intersection.

The proposed roadway sections are shown on both the Tentative Map and contained in the Engineering Division Conditions & Requirements. The proposed roadway sections for Constellation Drive within Phase 4 and Constellation Court call for 10' travel lanes, onstreet parking on one side, sidewalk on one side and rolled curb and gutter on both sides (2.5') of the street. The remainder of Constellation Drive in Phase 6 calls for 10' travel lanes and vertical curb and gutter (2.5') on both sides of the street and no sidewalk. The proposed roadway sections shown on the Tentative Map are consistent with those recommended by Engineering.

### **TREE REMOVAL/GRADING**

The proposed project was evaluated for compliance with the City's Woodland and Forest Conservation Regulations. Approximately 80% of the 22.2-acre site contains tree canopy. The minimum amount of canopy to be retained per City Code is 60% of the existing tree canopy. This results in a minimum retention of 48% or approximately 8.5 acres. The Project proposes to retain approximately 8.8 acres of tree canopy and is therefore within the threshold prescribed by code. In addition to tree planting and erosion control requirements identified in the environmental document attached hereto, the Covenants,

Conditions & Restrictions shall also require relandscaping and erosion control on the proposed single family lots proper.

The Preliminary Grading Plan shows the limits of grading activity. It appears that the amount of cut and fill is relatively balanced in Phase 4 and for the extension of Constellation Drive. However, in Phase 6, the import of material is proposed in order to create building sites. Of the total amount of earthwork (97,000 cubic yards) approximately 52,000 cubic yards will be imported to the site. The likely source of this material is the Gateway Hotel site near Point View Drive and Highway 50.

During their discussion, the Planning Commission expressed concern with respect to the amount of grading in Phase 6, primarily the import of material and the potential for truck traffic to disrupt the Cottonwood neighborhood and damage roadways. In this regard, the Commission added a condition to require a plan regarding the grading schedule, import routes, truck volume, and the like, to be submitted to the Commission for its review.

The environmental document discusses in further detail the requirements for implementing storm water pollution prevention plans and compliance with both the City's Grading, Erosion and Sediment Control Regulations as well as those of the El Dorado Soil Conservation District. Implementation of the aforementioned measures and tree replanting should result in the long term visual impacts of the site to a less than significant level.

## **ENVIRONMENTAL ASSESSMENT**

An Initial Study/Mitigated Negative Declaration has been prepared for this project. The document has been legally noticed and distributed to the State Clearinghouse. The document concludes that no significant unmitigatable impacts occur from the project. The reason a subsequent environmental document was prepared for Phases 4 & 6 is because after approval of the original Planned Development Overlay, each subsequent entitlement involved a de novo application and the subsequent entitlements would stand alone. It further provided the opportunity for the City to re-evaluate the project and apply new conditions or mitigation measures as identified.

## **CONCLUSION AND RECOMMENDATION**

It appears that Phases 4 is consistent with original Planned Development Overlay concept. Changes in increases in density are proposed for Phase 6, which changes the character of this component of the Planned Development Overlay. While the number of lots in this Phase is greater, they are clustered in an area central to Phase 6 and buffered with large estate lots. Additionally, an argument could be made that a density bonus is appropriate, albeit retroactive, because the Cottonwood project provided 159 affordable units, where none were proposed in the original Planned Development Overlay. Also,

because more than half of these units are senior restricted, there is a significant offset in terms of traffic generation rates from the senior project versus a proposed increase in single family lots. Further, the City's "Regional Fair Share" of housing as determined by SACOG shows that the City's greatest housing deficiency is in the "moderate-and-above" category. This project will help improve that deficiency. The Planning Commission made the following recommendation to the City Council:

1. Adopt the Staff Report as part of the public record.
2. Adopt the Mitigated Negative Declaration with the Mitigation Measures and mitigation monitoring contained therein.
3. Make the following findings:
  - A. This request is consistent with the General Plan Transportation Element Goal A which states, "To provide a circulation system that is correlated and adequate to support existing and proposed land uses thereby providing for the efficient movement of goods and services within and through Placerville"; and, Policy 5 which states, "The City shall ensure that all newly developed areas are served by at least two means of access"; and, Policy 6 which states, "The City shall discourage the creation of long dead end roads and cul-de-sac street by providing for connections between such streets and secondary access areas served by such streets."
  - B. This request is consistent with the General Plan Natural, Cultural and Scenic Resources Element Goal I, Policy 2, which states, "The City shall, to the maximum extent possible, minimize the visual impact of development on the most visible hillsides and the primary and secondary ridgelines", in that this project avoids the secondary ridgeline which runs north and south through the subject site.
  - C. This request is consistent with the General Plan Housing Element Goal A which states, "To designate sufficient land to accommodate Placerville's share of El Dorado County's future housing needs"; and, Policy 3 which states, "The City will promote infill development by identifying suitable sites, design goals and potential development incentives."
  - D. The design of the subdivision and proposed improvements will not cause a significant environmental impact.
  - E. The design of the subdivision will not cause serious public health and welfare impacts.

- F. The proposed amendment to the Planned Development Overlay does not constitute a significant departure from the design and character of the originally approved Planned Development Overlay in 1988. Further, that the proposed increase in number of single family lots in Phase 6 is consistent with Government Code Section 65915 et. seq. which provides for density bonuses and other incentives for housing developments.
4. Approve Tentative Subdivision Map 05-01 for Cottonwood Park Planned Development Phases 4 & 6, a request for 39 single family lots and an amendment to the original Planned Development Overlay for the entire project, as proposed, with the following Conditions of Approval. Any proposed future change to the site or modification to the application beyond what is authorized under this permit shall be submitted to the Community Development Department for a determination of appropriate procedures.

**Conditions of Approval**

1. All Mitigation Measures stated within the Mitigated Negative Declaration are conditions of project approval.

**El Dorado County Fire Protection District**

2. Fire flow for this project is 1000 gpm @ 20 psi for two hours.
3. Additional hydrants will be required for this project. The number of hydrants and location will be determined during site review.
4. Provide documentation from Placerville City Engineering and the Fire District to show that the system will meet required fire flow for this project.
5. Secondary access/egress required at Constellation Ave. and Poverty Hill Rd.
6. Secondary access with approved turn-around required at LPG tank farm.
7. Access roads will have 13'6" vertical clearance and capable of supporting a 40,000-pound load and be of an all weather surface.
8. Minimum road width is 20' with no parking on each side.
9. Road grades not to exceed 12%.

10. Gate locations, if any, to be approved and must meet El Dorado County Fire prevention officer's standard below.

Standard for Gates on Fire Apparatus Access Roadways:

Scope

This standard is designed to provide a guideline for the installation of gates on fire apparatus access roadways. The intent is to provide adequate access by emergency vehicles so as to ensure public safety.

The Fire Chief is authorized to modify any of the provisions of this standard upon application in writing by the owner, a lessee or a duly authorized representative where there are practical difficulties in the way of carrying out the provision of this standard, provided that the spirit of the standard shall be complied with and public safety secured. The particulars of such modification and the decision of the Fire Chief shall be entered upon the records of the department and a signed copy shall be furnished to the applicant.

Gates

1. Entrance roads (at the gate) shall have a minimum unobstructed width of fifteen (15) feet each lane if divided or twenty (20) feet total width if not divided. In all cases unobstructed vertical clearance shall be not less than thirteen (13) feet six (6) inches.
2. Entrance and exit gates shall be equipped with an emergency access lock system (El Dorado County low priority "KNOX" system). This shall consist of a padlock in series on manual gates or a key switch on automatic gates.
3. Automatic gates shall also be equipped with a receiver (approved by the Fire Department) to allow remote activation by emergency vehicles.
4. Automatic gates shall be equipped with a mechanical release.
5. A loop system shall be provided to keep the gate open as long as traffic is passing through the gate.
6. Automatic gates shall be designed so as to remain in the unlocked position during a power failure.

7. Gates creating a dead-end road in excess of one hundred fifty (150) feet in length shall be provided with approved provisions for the turning around of fire apparatus.
8. The gradient for the fire apparatus access road shall not exceed the maximum approved by the Fire Department. The intent is to provide a level landing area on either side of the gate to allow emergency apparatus to be parked in a safe manner when it is necessary to exit the vehicle for manual gate activation.
11. Future site and building requirements will depend on occupancy, building type and square footage.

### **Public Works/Engineering Division**

#### **GENERAL CONDITIONS**

12. Prior to City issuance of a construction permit for site improvements, execute an improvement agreement with the City and post required security for completion of all previously required and uncompleted project conditions, mitigations, or requirements.
13. Submit for City approval, Conditions, Covenants and Restrictions (CC&R's) which must be recorded with the Final Map. CC&R's must conform to development requirements as approved in previous phases of this project. Include restriction of any future development of open space areas.
14. A Homeowners Association or Maintenance District shall be established with this project for the maintenance of the open space areas, on-site private roads, private drainage and sewer improvements, cut and fill slopes, and slope drainage systems, including a placement of these facilities in appropriate easements. Describe facilities and maintenance requirements in the CC&R's and include annual fee assessments.
15. The Owner shall reimburse the City for all associated project costs incurred by the City for any outside consultants, City staff time and expenses and for any special design needs above and beyond normal items listed in the City's fee schedule.
16. Prior to final project completion, the Owner shall post a one-year guarantee bond in the amount of 10% of the cost of all public improvements.

17. Construction Permits will not be issued for any individual lot development without the substantial completion of all required on- and off-site subdivision improvements.
18. All improvements shall comply with design and construction requirements of the American Disabilities Act (ADA).
19. Attached to this list of specific project conditions are two lists of more general project conditions and requirements which are included herein.
20. All existing easements and rights of way such as those listed in Title Report, and existing irrevocable offers of dedication, shall be revised as appropriate to conform to the new project at the time the Final Map is recorded.
21. Complete the proposed boundary line adjustment prior to Planning Commission action on the tentative map.
22. Unless specifically approved by the City, all retaining walls shall be constructed outside of the public easements, and shall be owned and maintained by the Homeowners Association, and included in the CC&R's.
23. First order of construction shall be Phase 4 with the construction of Constellation Drive in its entirety and all drainage detention facilities, or Phase 4 & 6 combined with all improvements.
24. Construction requirements for all previous phases and requirements for the Cottonwood Planned Development shall be completed prior to recording of the final map.

#### WATER SYSTEM

25. Improvements must comply with El Dorado County Fire Protection District requirements, including hydrant placement, building sprinklers, fire flow, traffic and emergency circulation. The Fire Marshall must sign off on improvement plans.
26. No Construction Permits will be issued which include combustible materials without having required fire flow available, unless otherwise approved by the Fire Marshall.
27. Provide water service to each lot being created and mark the location of the water service with a W imprinted into the concreted curb.

28. Water system improvements shall comply with E.I.D. standards. Subdivision improvement plan shall show proposed water mains on street plan and profiles together with all other underground utilities. Dedicate easements as needed on the Final Map.
29. Prior to submittal of improvement plans, the developer shall perform an engineering hydraulic analysis using the City computer water hydraulic model to determine the correct water pipeline size and/or route to allow future service extension to parcels to the east of Cottonwood. Any pipeline sized above 8-inch diameter may be requested for a reimbursement agreement with the City from future users.
30. Sewer and water lateral services shall have a minimum 10' separation.

#### SEWER FACILITIES

31. Sanitary sewer facilities must comply with E.I.D. standards. Provide service to each lot being created and mark the concrete curb with an S at the location of each lateral service crossing.
32. Owners shall obtain with their dwelling building permit, a design approval from the public works department of on-site pumping systems. The project CC&R's shall include these requirements.
33. The sewer pump station shall be public and constructed to E.I.D. standards, or as approved by the City Engineer. Alarms shall be routed to the wastewater treatment plant and to the Police Station. An emergency generator and shielded area light shall be installed. The lift station shall be located within future roadway or sidewalk alignment.
34. Any sewer piping that serves two or more units shall be publicly owned with easement, and conform to E.I.D. standards.

#### OTHER UTILITIES

35. Electric, telephone and cable TV shall be underground from the point of connection throughout the project area.
36. Provide additional easements that may be required outside of the roadway easements to allow for the installation of electric, telephone and cable TV and other public or private utilities. All necessary easements shall be dedicated on the Final Map. Provide 10-foot wide multi-purpose easements along one side of road right-of-way lines.

37. If utility relocations or revisions to public improvements constructed by previous phases of this project are necessary for any of the required on-site or off-site subdivision improvements, the Developer shall be responsible for all work and costs associated with that work.
38. Construct a joint utility trench in Constellation Court and in Constellation Drive to station 20+25 with stub outs for extension along Constellation Drive. Utilities shall be extended as required by the city to serve upper lots #38 and #39.
39. For the liquefied propane gas tank area, submit a security plan to the chief of police for review and approval. Implement the improved security plan and construct required improvements.

#### DRAINAGE FACILITIES

40. Drainage piping shall be designed for 10-year storm flows with no static head and 100-year storm flows with maximum static head at grade elevations. Offsite impacts from increased drainage runoff due to post development conditions shall be identified fully mitigated, or flows shall be limited to predevelopment conditions. Detention or retention basins or other approved means shall be located either on site or off site as approved by the City Engineer. The concept for final design shall be approved prior to first submittal of improvement plans.
41. All drainage inlets shall be marked "Do not Dump - Flows to Creek".
42. Project is required to provide and comply with a Phase 2 NPDES storm water permit.
43. Where irrigated landscaped areas or graded cut slopes abut public roadways, construct a concrete cut-off curb of minimum four inches (4") below aggregate base level with required drainage disposal system, or install lateral cut-off drain.
44. Detention ponds and all off roadway drainage facilities shall be privately owned, operated and maintained by a homeowners association. CC&R's shall require annual cost contributions and maintenance as per item #9 under General Conditions herein. The CC&R's shall provide for annual assessment for maintenance cost. A drainage facility maintenance agreement with the City shall be completed prior to recording the Final Map.

45. Easements for private drainage facilities (including overland release locations) shall be dedicated to the Homeowners Association, and offered for dedication to the city. City will consent to the offer.
46. Drainage easements shall be a minimum width of 15'.

### STREETS

47. General design shall conform to the preliminary road plans shown on the tentative map dated March 2005, by Patterson Engineering and attached cross sections exhibit. Constellation Drive after station 20+00 shall conform to previous grades approved by the City at the time of the 10 inch diameter waterline installation.
48. A temporary turn around on Constellation Court shall be provided between lots 27 & 30 and the subdivision property line. The future alignment shall be rough graded to proposed profile from the turn around to the property line.
49. Install stop signs as required at the intersection and street name signs at all intersections with painted thermoplastic stop bar and appropriate pavement markings. Install "no parking" signs and "not a through street" sign.
50. Complete rough grading of all driveways when the elevation difference between street and building site of 6' or over or the cross slope in excess of a 10% uphill slope.
51. Provide sub drains on roadways subject to seasonal wet areas or as required by the Geotechnical Engineer. Outlet sub drains to approved drainage locations.
52. Submit street name petitions for approval for all roadways. Constellation Court will be a through roadway, submit an alternative name that does not include Court.
53. A Road Maintenance Agreement is required for all private and emergency roadways prior to recording of Final Map. CC&R's shall contain maintenance provisions.
54. Install vehicular guard railing as required by the City Engineer.
55. Street lights shall be installed at all intersections, dead ends, and at locations that would be consistent with other phases of the Cottonwood

Planned Development Project. O & M costs shall be borne by the Homeowners Association or a landscape and lighting assessment district, and annual costs shall be collected through the CC&R's and paid to the City.

56. All roads shall be owned and maintained by the City with the exception of the emergency access road. Dedicate to the City, roadway cut and fill slope easements where the adjacent grade is 2:1 or steeper.
57. Public roadways shall be designed for a traffic index of 5.5 or a minimum section of 3" ac over 6" ab, which ever is greater.

### GRADING

58. All grading shall be in accordance with a Geotechnical Report to be prepared, City Code, and the Uniform Building Code, (UBC). Cut and fill slopes shall comply with El Dorado County Standards such as, bench widths, drainage at top intermediate and toe of slope, slope heights, etc.
59. Install minimum 42-inch height permanent fencing at the top of all bluffs or cut-and-fill slopes exceeding 10 feet in height, or greater than 2:1 slope.
60. For final surface improvements, provide minimum slopes as follows: 1% for concrete, 1.5% for asphalt, 2% for non-paved areas.
61. All retaining walls shall be reviewed and approved by the City prior to construction, including material types, colors, surface finishes. All walls shall be owned and maintained by the Homeowners Association.
62. Building setbacks from top and toe of slopes and from property line shall conform to UBC and City Code requirements. Major slopes exceeding 10 feet in height shall be irrigated and landscaped. Benches shall include tree plantings.
63. On the improvement plans require the Geotechnical Engineer to determine the location of installation for pavement sub drains.
64. Any blasting will require a separate permit which must be issued prior to any blasting activity.
65. The Geotechnical Engineer shall review and sign off on the final grading and site improvement plans for conformance to recommendations contained in the Geotechnical Report.

66. The improvement plans shall include an erosion and sediment control plan which incorporates standard erosion control practices and best management practices subject to the approval of the City Engineer. The plan shall be prepared by a registered Civil Engineer or a registered Professional Hydrologist in accordance with the High Sierra Resource Conservation and Development Council Guidelines for Erosion and Sediment Control, and shall be included in an agreement with a construction contractor prior to the issuance of a grading permit. The following measures shall be included:
- A. Mass grading shall be restricted to dry weather months between April 1 - October 15.
  - B. If other grading activity is to be undertaken in wet weather months, permanent erosion and sediment controls shall be in place by October 15 and construction shall be limited to areas as approved by the City Engineer. A winterization plan must be submitted by September 15 and implemented by October 15.
  - C. Provide a storm water NPDES permit and Storm Water Pollution Prevention Plan. Provide monthly monitoring reports to the City during wet weather and to 1 year after completion of construction.
  - D. Post a \$10,000 maintenance cash bond for a period of 3 years after acceptance of public improvements for City use in erosion control, grading clean up or stabilization.
  - E. Sedimentation, basins, traps or similar BMP controls shall be installed prior to the start of grading.
  - F. Mulching, hydro seeding, or other suitable revegetation measures shall be implemented immediately following grading activities. Planting shall also occur on areas of cut and fill to reduce erosion and stabilize exposed areas of later construction phases. All disturbed areas with a slope shall receive erosion control.
  - G. Excavated materials shall not be deposited or stored where the materials could be washed away by storm water runoff.
67. No rockery walls will be constructed in the public right-of-way for cut or fill slopes which support public roadways, or at the top of slopes above permanent structures. Maximum height shall be 12 feet.

68. Grading activities shall comply with the City's grading erosion and sediment control ordinance.
69. If grading is performed outside of the permit requirements pertaining to the subdivision map, a separate permit shall be required to include rough grading plans, drainage design and plans, soil erosion plans, engineers cost estimate and approved security of 50% grading cost, 100% drainage cost, 100% soil erosion cost, 100% project inspection, staking and contingency costs. A \$10,000 cash bond for 3 years (or until start of subdivision construction) shall be posted for maintenance.
70. Improvement plans and grading plans shall include a fugitive dust control plan. A geotechnical report shall identify the presence or absence of asbestos-containing formations. If present, a separate asbestos mitigation plan shall be prepared.

#### **Standard General Conditions of Entitlement Approval**

*Note: These are Standard City Conditions of Approval that typically apply to all land division projects. However dependent upon the specific nature of this project, not all conditions may apply.*

71. All roads shall be constructed in conformance with the City of Placerville Standard Details, Specifications and Section Requirements as stated herein.

Where constrained by topography, sidewalks may be located outside of the right-of-way and meander as a means to provide interest and variety in alignment. The alignment and design of the sidewalks shall be reviewed and approved by the Engineering Department prior to the filing of the Map. Sidewalks shall be connected to any walk/trail systems in the project open space areas. Pedestrian easements shall be provided where necessary to accommodate pathways outside of road easements.

72. An Irrevocable Offer of Dedication for any required rights-of-way shall be made, in fee, of the ultimate road widths established by the Engineering Department for the proposed roads, with slope public utility easements where necessary.
73. An Irrevocable Offer of Dedication, in fee, shall be made of 50 feet in radius for the cul-de-sacs, with slope easements where necessary.
74. The encroachment onto the City connector streets shall be constructed to the pertinent City of Placerville Street Standards.

75. A vehicular no access restriction shall be designated where required in specific project Conditions of Approval.
76. Bus turnouts shall be constructed at locations required by El Dorado Transit and the appropriate school district.
77. A Final Drainage Plan shall be prepared in accordance with the County of El Dorado Drainage Manual, subject to review and approval by the Engineering Department. Drainage facilities shall be designed and shown on the project improvement plans consistent with the Final Drainage Plan. The developer shall install said drainage facilities with the respective phase of construction, or as specified in the Final Drainage Plan.
78. Where required by the City, downstream off-site drainage conditions shall be analyzed in a drainage report. Facilities shall be improved or increased in capacity to accommodate increased flows which result from project improvements.
79. If required by specific project Conditions of Approval, prior to approval of the Map by the City Council, the subdivider shall be required to file a maintenance agreement to fund the maintenance of drainage facilities and improvement services. The funding mechanism for these services must be established prior to approval of the Map and shall include a provision for future increased funding requirements. It is recommended that a special tax with an escalator clause be used as the funding mechanism.
80. Cross-lot drainage shall be avoided wherever possible. 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 within the public roadway.
81. Erosion control and drainage design from residential areas into the open space areas shall employ natural-appearing methods. The use of native plant materials is required where revegetation is proposed.
82. The Map shall show all drainage easements consistent with the County of El Dorado Drainage Manual, the project Final Drainage Plan, and the project improvement plans.

83. The locations of fire hydrants and systems for fire flows are to meet the requirements of the El Dorado County Fire Protection District. The location of hydrants shall be shown on the improvement plans which shall be subject to the approval of the Fire Protection District.
84. Comply with City Woodland & Forest Conservation Ordinance.
85. A Fire Safe Management Plan, acceptable to the El Dorado County Fire Protection District may be required if deemed necessary by the Fire Protection District for sites located in moderate or high fire hazard areas. A letter of compliance with this condition shall be submitted by the Fire Protection District to the Community Development Department prior to filing the Final Map.
86. A meter award letter or similar document shall be provided by the water purveyor prior to filing the Map.
87. As specified in Conditions of Approval, the subdivider is required to perform off-site improvements. If it is determined that the subdivider does not have or cannot secure sufficient title or interest of such lands where said off-site improvements are required, the City may, at the subdivider's expense, and within 120 days of filing the Map, acquire by negotiation or commence proceedings to acquire an interest in the land which will permit the improvements to be made, including proceedings for immediate possession of the property.
88. Where the subdivider is required to make improvements on land which neither the subdivider nor the County has sufficient title or interest to make such improvements, prior to of any Final Map or parcel map, the subdivider shall submit to the Public Works Director for approval:
  - a. A legal description prepared by a civil engineer or land surveyor of the land necessary to be acquired to complete the off-site improvements.
  - b. Improvement plans prepared by a civil engineer of the required off-site improvements.
  - c. An appraisal prepared by a professional appraiser of the cost of land necessary to complete the off-site improvements.

Prior to the filing of the Map, the subdivider shall enter into an agreement pursuant to Government Code Section 66462.5 to complete the required off-site improvements including the full

costs of acquiring any real property interests necessary to complete the required improvements.

In addition to the agreement, the subdivider shall provide a cash deposit, letter of credit, or other acceptable surety in an amount sufficient to pay such costs including legal costs subject to the approval of the City Attorney.

89. Street lights shall be provided at the intersections as required by the City Engineer and shall be shown on the Improvement Plans. All street lights installed shall be fully-shielded to prevent excess glare and light. Light fixtures shall utilize low-sodium bulbs.
90. As required by specific Conditions of Approval, existing and proposed public utilities shall be placed underground within the project and along all public and private roadway frontages.
91. Drainage discharge of increased post-development flows or of non-historical drainage patterns onto adjacent property will not be allowed without specific City approval. All areas of concentrated drainage flow shall be contained in a conduit or improved channel to a City-approved discharge point.

#### **Planning Division**

92. Submit the final Covenants, Conditions & Restrictions (CC&R's) proposed for Phases 4 & 6 to the Planning Commission for review and approval. The CC&R's shall identify the architectural design of the proposed homes, require landscaping and tree planting, require the use of native plant species, and shall contain provisions to promote energy efficient housing. The CC&R's shall be submitted to the Commission for approval prior to recordation of any Final Map.
93. Submit the final design of the propane tank facility to the Planning Division for review and approval. Said design shall incorporate architecturally appropriate fencing and landscape buffering to minimize the facility's visual impact upon the site and surrounding area.

#### **Planning Commission**

94. A Grading Plan with a material export and import analysis and an estimated truck traffic volume or schedule shall be provided. The Grading Plan should reflect the Planning Commission's desire that the site be disturbed as little as possible.

95. The applicant shall submit a Non-Motorized Transportation Plan for Cottonwood Park Phases 4 & 6 to the Planning Commission for review and approval prior to Grading Plan submittal.
96. Amend the City of Placerville - Department of Public Works, Standard General Conditions of Entitlement Approval, Item No. 15, as follows, "A Fire Safe Management Plan, acceptable to the El Dorado County Fire Protection District shall ~~may~~ be required ~~if deemed necessary~~ by the Fire Protection District....."
97. The park previously conditioned for Cottonwood Park Phase 3 shall be completed by Autumn of 2007.
98. The street design shall dictate a 25 miles per hour speed limit throughout the entire development.

Steve Calfee  
Community Development Director

Enclosure