

**City of Placerville
STAFF REPORT**

DATE: June 7, 2006

PROJECT: The Ridge at Orchard Hill

ENTITLEMENTS: Plan Development Overlay (PDO) 03-01
General Plan Amendment 03-01
Zone Change 03-01

REQUEST: Major Amendment to the previously approved senior
planned development community

APPLICANT: The Ridge at Orchard Hill

OWNER: Southfork Development Group

AGENT: Patterson Development

LOCATION: Mallard Lane, west of the Orchard Hill Subdivision

**ASSESSOR'S
PARCEL NOS.:** 323:220:06, 07, 08 & 09

PARCEL AREA: 30.4 Acres

**GENERAL PLAN
DESIGNATION:** High Density Residential

ZONING: R-3 (Multi-Family Residential, 12 dwelling units per acre).

CURRENT USE(S): Vacant

**SURROUNDING
LAND USES:** North – Public Facility; East – Single Family Medium-
Density subdivision; South – Low-Density Residential; West
– Low-Density Residential.

SURROUNDING

ZONING: North – PF, Public Facilities; West – RE Residential Estate (County); South and East – R1-6,000 (Single Family Residential, 6,000 s.f. minimum parcel area).

ENVIRONMENTAL

DOCUMENT: Addendum to Mitigated Negative Declaration

RECOMMENDATION

The Planning Commission recommends that the City Council approve the Major Amendment to *The Ridge at Orchard Hill* as described below with the Findings and Conditions contained herein.

SITE DESCRIPTION/BACKGROUND

The subject site was once a portion of a commercial pear orchard which use ceased in the 1970's. The site has been mass pad graded for a *Seniors Only* Planned Development approved by the City Council several years ago. The site was annexed in 1991 as part of a larger annexation that included the Wastewater Treatment Plant, the Orchard Hill Subdivision and the Baker property to the northeast. The subject site was originally proposed to be developed as a second phase of the Orchard Hill Subdivision as a 129-lot single family development.

In January 2004, the City Council approved a Planned Development Overlay known as *The Ridge at Orchard Hill*. The project was a mixed use senior community consisting of 176 senior restricted apartments, 54 senior restricted single family lots and an 81-bed assisted living facility.

DESCRIPTION OF REQUEST

This request is made for a Major Amendment to the senior community described above. It is staff's understanding that the property has changed ownership and the new owners wish to amend the project from the *Seniors Only* community to a Planned Development Overlay consisting of the following:

- A 53-lot senior restricted subdivision – Phase 1;
- A 19-lot single family subdivision – Phase 2a; and,
- 84 townhouse lots – Phase 2b.

Proposed Phase 1 is identical to Phase 1 of the original PDO, i.e., 53 senior restricted single family lots. It is in subsequent Phases that the character of the original PDO realizes a major change; however, the onsite circulation system is nearly identical to that

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which was previously approved. Phase 2 consists of 19 single family non-restricted ownership lots. This is the location where the 81-bed assisted living facility was proposed. The remainder of Phase 2, 84 townhouse lots, is in the area where the previous PDO proposed 176 senior restricted apartments.

PLANNED DEVELOPMENT OVERLAY (PDO) - MAJOR AMENDMENT

A Major Amendment to a Planned Development Overlay is one which changes the character or intent of the original Planned Development Overlay approval. In this case, the Major Amendment involves substituting the assisted living facility with 19 single family residential lots and substituting the senior apartments in favor of 84 for-ownership townhouse units. The proponents are not seeking Tentative Map approvals for Phases 2a & 2b at this time; rather, a Major Amendment to the original Planned Development Overlay so that the Final Map for Phase 1 may be recorded and construction commenced.

When the City Council approved the original PDO, it did so with the following contractual condition:

The property owner shall enter into a contract with the City reciting that the General Plan Amendment, Rezoning, and all related Entitlements associated with the Planned Development Overlay are conditions of project completion and that, upon failure to complete the project, the City may revoke said aforementioned Entitlements without being considered a taking of property. Said contract shall be prepared by the applicant and submitted to the City Attorney for approval and said contract or memorandum thereof shall be recorded on said project/property to ensure that prospective purchasers of the property or any portion thereof, know of the existence of said contract and restrictions therein.

The project proponents wish to have this condition rescinded and the project re-conditioned as deemed appropriate so that they may commence with construction of Phase 1 and Tentative Maps for Phases 2a & 2b.

The aforementioned Condition of Approval imposes a contract for the entitlements of the original PDO, i.e., senior community. Phase 1 cannot proceed until this condition is either amended or rescinded. Alternatively, the City can revoke all entitlements associated with the PDO, including rescinding the General Plan and Zoning Designations from High-Density Residential (R-3) back to the previous General Plan and Zoning Designations of Medium-Density Residential and R1-6,000 (Single Family Residential, 6,000 s.f. minimum parcel area). If the latter occurs, then the density of the subject site, as proposed, could not be achieved because the City's Slope-to-Parcel Regulations will apply (they do not apply to Multi-Family Districts).

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TRAFFIC AND CIRCULATION

A Traffic Study was prepared for the original PDO and that Study concluded that the senior restricted project would generate approximately 1,140 vehicle trips per day. Planning staff has analyzed the trip generation rates for the project now proposed and have concluded that the project will generate approximately 1,020 vehicle trips a day or approximately 120 fewer trips than the original senior PDO. The original project was required to construct offsite improvements including road widening, walkway and drainage improvements on Green Valley Road between Mallard Lane and Ray Lawyer Drive. The original Planned Development project was also to install traffic calming devices on Mallard Lane in the vicinity of the two roadway intersections serving the project. The intent of the traffic calming was to change the behavior of those driving on Mallard Lane, as the City has received numerous complaints about high traffic speeds since the road was installed. The offsite improvements to Green Valley Road and traffic calming measures are still warranted and are recommended Conditions of Approval for this request.

An issue that the City Council and staff will have to address in the near future relates to the offsite acquisition of property on Green Valley Road for the offsite improvements described above. This issue is further addressed in the attached letter dated May 20, 2006, from the proponents' legal counsel, Robert Laurie. The issue is that adequate right-of-way for the offsite improvements does not exist and the property owners from whom right-of-way is necessary are unwilling to voluntarily dedicate it to the City. When such a case occurs, Section 66462.5 et. seq. of the Subdivision Map Act either compels the City to initiate condemnation proceedings within 120 days of the imposition of the Condition or waive said Condition. In light of the deficiencies on Green Valley Road for vehicles and pedestrians, staff will be recommending that the City Council direct staff to proceed with condemnation to acquire the necessary right-of-way. The cost of the proceeding shall be fully borne by the project proponents.

The proposed street sections within the project generally are as follows:

Street	Travel Lane	Parking	Rolled curb & gutter	Sidewalk*
Apricot Drive	2 @ 12' each	No	2.5' both sides	5' both sides
Lemon Place	2 @ 10' each	8 - 1 side	2.5' both sides	5' both sides
Mango Court	2 @ 10' each	8 - 1 side	2.5' both sides	5' - 1 side
Pecan Circle	2 @ 10' each	8 - 1 side	2.5' both sides	5' - 1 side
Tangerine Way	2 @ 10' each	8 - 1 side	2.5' both sides	5' - 1 side

*Sidewalk is separated from street improvements with a 3' planter strip(s).

FUTURE ENTITLEMENTS

The project proponents are seeking a Major Amendment to the previously approved PDO. While entitlements for Phases 2a & 2b are not sought at this time, it is staff's understanding that once the preliminary engineering for Phases 2a & 2b is prepared, it is their intention to submit for entitlements. The entitlements include a Tentative Subdivision Map for Phase 2a. The submittal will include the typical items such as preliminary engineering for utilities, Covenants, Conditions & Restrictions, etc. Phase 2b will require more submittals in that it is not only a townhouse project but it also will involve for-ownership lots and require a Tentative Subdivision Map. Submittals for Phase 2b will involve exterior elevations for the units, landscaping and streetscape proposal, Covenants, Conditions & Restrictions, and maintenance provisions for common areas and common walls, the design of the clubhouse and a Tentative Subdivision Map. Staff would prefer that entitlements for Phases 2a & 2b be submitted concurrently, however this is not a requirement.

PLANNING COMMISSION HIGHLIGHTS

Several issues that the Planning Commission discussed worthy of additional consideration by the City Council relate to The Orchard Hill Lighting Landscaping Maintenance District; onsite recreation/park opportunities; and, offsite Class II bike lanes on Mallard Lane and Green Valley Road.

It appeared to the Planning Commission that the Ridge project would realize a level of benefit from its proximity to the Orchard Hill neighborhood (Davis) park and that the boundaries of the Orchard Hill Lighting Landscaping Maintenance District should be modified to incorporate the Ridge project. If this were to occur, then the assessments for those who pay for the maintenance of the park could be reduced as the maintenance costs would be spread over more properties. In addition to this, the Planning Commission required park/playground/clubhouse amenities be incorporated into the Ridge project.

The Planning Commission also required that the project be responsible for installing Class II bike lanes (4' lane with striping and signage) on Mallard Lane from the project southerly to Green Valley Road and to the extent possible along all offsite improvement areas, i.e. Green Valley Road. Adequate roadway exists on Mallard Lane for the Class II bike lanes, however it remains to be determined if the same can be said for Green Valley Road. The Non-Motorized Transportation Plan adopted by the City Council last year calls for Class II bike lanes on both roads.

OTHER PROJECT ATTRIBUTES

Provided that the Planned Development Overlay proceeds as submitted and is approved by the City Council, the project does fulfill offsite infrastructure deficiencies, particularly in the vicinity of Green Valley Road between Mallard Lane and Placerville Drive where lack of sidewalk and substandard road conditions exist, the installation of traffic calming on Mallard Lane in the vicinity of the project should enhance safety and reduce complaints of speeding motorists in the area and installation of Class II bike lanes consistent with the Non-Motorized Transportation Plan. The project could also be considered a mixed use housing project in that it is providing 53 senior restricted detached single family homes, 19 non-restricted single family lots, and 84 townhouse units. With respect to the townhouse units, this type of housing has not been seen in Placerville for over 10 years, even though 6 similar units are under construction on David Circle. The for-ownership townhouses are considered entry level single family. This is a market that not only staff believes is one that is needed, but also one which, according to SACOG, is a deficiency in Placerville. The project is also considered an infill one in that it is in close proximity to retail and government services and is within feasible walking or cycling distance to the same. Utilities are available for the site as well.

ENVIRONMENTAL DOCUMENT

Staff has prepared an Addendum to the environmental document (Mitigated Negative Declaration) prepared for The Ridge at Orchard Hill Planned Development Overlay. The Addendum is in accordance with the California Environmental Quality Act. The Addendum concludes that there are no new impacts which require mitigation with respect to the amended PDO and staff is not requesting, nor does CEQA require, that the Planning Commission take any action on the document. The original Mitigated Negative Declaration was certified when the project was approved. Both documents are attached for reference.

CONCLUSION AND RECOMMENDATION

Although the proposed Planned Development Overlay, as amended, is slightly different in use to the originally approved PDO, it is similar in nature in terms of roadway and development pattern, and is consistent with the original Grading Plan for the site. The project is also less dense than the original project of 8.5 dwelling units per acre (excluding the assisted living facility) the proposed density is 5.2 dwelling units per acre.

Should the City Council approve the amended Planned Development Overlay, it is recommended that the Council take the following action:

1. Adopt the Staff Report as part of the public record.
2. The mitigation measures incorporated into the Mitigated Negative Declaration filed September 4, 2003, are conditions of project approval.
3. Make following General Plan consistency findings:
 - A. This request is consistent with the Health and Safety Element Policy 8 which states, "Future roadway systems and networks shall be designed with at least one means of egress other than the access in all developing areas".
 - B. This request is consistent with Land Use Element, Goal A that states, "To provide for orderly development within well defined urban boundaries" and Land Use Policy 1 that states, "The City shall give infill development of vacant lands within the City Limits priority over development in areas to be annexed whenever feasible".
 - C. This request is consistent with Goal B of the Land Use Element that states, "To provide for decent housing in a suitable living environment for every resident of Placerville while maintaining the rural beauty that is unique to Placerville".
 - D. This request is consistent with Goal A of the Housing Element that states, "To provide a range of housing choices in terms of type, density, cost and tenure to meet the needs of all economic segments of the community while maintaining the unique rural character of Placerville".
4. Make the following finding for Zone Change 03-01, Planned Development Overlay Major Amendment:
 - A. The exception to the standard requirements of the Zoning Ordinance and Regulations are justified by the design and topography of this development. Further, that this development is consistent with purpose and definition of planned development and zoning as stated in Section 10-5-21(a) of the City Code.
5. Approve the proposed Major Amendment to The Ridge at Orchard Hill Planned Development Overlay, consisting of 53 senior restricted single family lots, 19 non-restricted single family lots and 84 townhouses 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

Mitigation Measures

1. The mitigation measures incorporated into the Mitigated Negative Declaration filed September 4, 2003, are Conditions of Approval.

El Dorado Transit

2. Construct a bus turnout near the clubhouse as requested by El Dorado Transit.
3. Furnish and install one bus shelter on a shelter pad. The design may be either EDCTA standard with lighting or a specific shelter to accommodate architectural style of development.

Engineering Division

General

4. This planned development approval contains no tentative subdivision mapping for Phases 2 and 2B. Final configuration in Phase 2 and 2B lots, and required improvements are subject to additional review and conditions of approval, upon submittal of tentative map applications. The approved tentative map for Phase 1 shall remain in force, except for revisions to conditions of approval contained herein that may affect that phase.
5. A maximum of four model home units may be permitted for building construction after a subdivision improvement agreement is recorded, security for site improvements posted, and permit issued by the Building Department. No flammable construction may begin until fire flow is approved by the City Engineer, El Dorado County Fire Protection District, (Fire District), and El Dorado Irrigation District, (EID). All units shall be accessible by an all-weather fire access road to as approved by the City Engineer.
6. Except as allowed above, construction permits will not be issued for any individual lot development without the substantial completion of all required on and off-site subdivision improvements.

7. All commonly shared private improvements shall exist within non-exclusive private easements. The easements shall also grant the right to enter thereon, to the personnel, agents, and equipment from the City, EID and Fire District.
8. The Owner shall reimburse the City for associated project costs incurred by the City for any outside consultants, City staff time and expenses for any special design needs above and beyond normal items listed in the City's fee schedule.
9. All existing easements such as those listed in Title Report (including PG&E, PT&T, Donald and Doris Sloan, pipeline agreement, Norvin and Lois Faye, Gordon Vicini, and Joshua Bassi) shall be revised as appropriate to conform to the new project at the time the Final Map is recorded. Easements to be abandoned shall be abandoned prior to or concurrent with the Final Map. Abandonment shall be in accordance with the Utility's, and/or City's requirements.

Home Owners & CC&R

10. A Property Owners Association, or Homeowners Association, (Association), shall be established over the entire planned development. CC&R's shall be created and recorded with each record map to implement requirements of the City and these conditions of approval. Previously recorded CC&R's and agreements with the City shall be revised to be consistent with this revised project. The Association shall execute agreements with the City to own, operate, and maintain private shared improvements including roadways, street lighting, sanitary sewer, storm water drainage, landscape and irrigation, pedestrian paths, open space vegetation, grading, slopes and drainage, and similar private improvements.
11. CC&R's shall contain a provision that the Association will reimburse the City for costs associated with enforcement of CC&R's and agreements.
12. A Drainage Facility Maintenance Agreement with the City shall be completed prior to recording a Final Map. The Association shall provide for an annual assessment for maintenance cost in accordance with the agreement.
13. The project CC&R's shall include requirements such that the Homeowner's association shall be responsible for all costs of damage done

to pavement and landscaping in and to private street or easement in the event that streets or easements are excavated, damaged or disturbed by the City or other public agency during the course of repairs or maintenance to sewers or other utilities.

14. Streetlights in private roads shall be private with all costs paid by the Association.
15. Prior to acceptance of public roadways by the City, the developer shall form a zone of benefit (or other approved method) to require all project property owners to fund the on-going maintenance and repair of on-site public roadway improvements and appurtenances, including drainage improvements. The City agrees to accept the roads and drainage into the City-maintained system, provided that construction complies with City requirements, and subject to establishment of said zone of benefit.
16. The Association shall be required to maintain all private and emergency roadways not included in the zone of benefit. A Roadway Maintenance Agreement shall be executed prior to recording of Final Map.

Water System

17. Improvements must comply with Fire District requirements, including hydrant placement, building sprinklers, fire flow, traffic, and emergency circulation. The Fire Chief must sign off on improvement plans.
18. Comply with EID's Conditions of Approval for water service. On the Final Maps, appropriate dedications of facilities and easements must be provided.
19. Provide water service to each lot being created and mark the location of the water service with a "W" imprinted into the concrete curb.
20. Subdivision improvement plans shall show proposed EID. Water mains on street plan and profiles together with all other underground utilities.

Sewer Facilities

21. Provide service to each lot being created and mark the concrete curb with and "S" at the location of each lateral service crossing.
22. All sanitary sewer facilities, with the exception of service laterals, in private streets and easements and within public streets and easements,

shall be publicly owned, operated and maintained, and conform to City requirements.

Other Utilities

23. With on-going construction of the Placerville Wastewater Treatment Plant, it is expected that reclaimed water will be available in the future for use with Phase 2, and 2b of the Planned Development. If determined to be feasible by the City, anticipate the potential for use of reclaimed water for irrigation and non potable uses to be considered on future Tentative Subdivision Map submittals for Phases 2 and 2b.
24. Electric, telephone and cable TV shall be underground from the point of connection throughout the project area.
25. Provide additional easements that may be required, inside and outside of the private 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.

Drainage Facilities

26. All drainage facilities within private or public roads, or within easements connecting roads, shall be publicly owned, operated and maintained. Easements for private drainage facilities shall be dedicated to the Homeowners Association.
27. A Final Drainage Plan shall be prepared in accordance with the County of El Dorado Drainage Manual, subject to review and approval by the Public Works Department. Drainage facilities shall be designed and shown 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.
28. 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 as necessary to accommodate increased flows which result from project improvements.
29. Submit an updated Orchard Hill subdivision drainage study analyzing site run-off condition differences between the approved drainage study and this project's proposal. Any existing drainage facilities which must be modified to accommodate this project will be completed at the developer's expense.

30. All drainage inlets shall be marked "Do not Dump - Flows to Creek".
31. Where irrigated landscaped areas abut public roadways, construct a concrete cut-off curb of minimum four (4") inches below aggregate base level. Provide subsurface curtain drain to collect irrigation runoff.
32. Provide storm water interceptor vaults on the proposed drainage system from tentative map area (Lots 1 - 54) prior to the silt pond. Provide for their annual maintenance in the CC&R's and drainage agreement.
33. Drainage facilities shall be designed to accommodate flows from a 10-year storm with no static head, and flows from a 100-year storm with minimum of 6" hydraulic grade below inlet elevation.
34. 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.

Streets

35. All on-site roads designated as private on the preliminary grading plan shall be privately owned and maintained. Design and construction shall be according to AASHTO and City requirements.

Internal roadways shall be constructed to the following City standards.

Apricot Drive	Local Street
Apricot Drive	Private between Lemon and Tangerine, as proposed on the plans
Pecan Circle	Private, as proposed on plans
Lemon Place	Local Street
Mango Court	Cul De Sac Street
Tangerine Way	Private, as proposed on plans

All roadway sections shall have concrete curb, and gutter on both sides. Lemon Place and Apricot Drive shall have sidewalks on both sides, the remaining roadways shall have sidewalk on one side.

36. Rolled curb is permitted along all locations of no or detached sidewalk.
37. For Phase 2, a vehicular no-access restriction will be required for Lots 1-4, and 19, where they abut Mallard Lane.

38. Minimum street structural section shall be based upon traffic index of 6.0 for local streets, 5.5 for cul-de-sac, and 4.0 for adjoining parking stalls.
39. Install street name signs at all intersections.
40. Install stop signs with thermoplastic limit line and appropriate pavement markings at all "T" intersections, stopping the stem of the "T", and for any roadways approaching Mallard Lane from the project.
41. Install handicap ramps at all street intersections where sidewalks are present and at all locations required by ADA.
42. Streetlights shall be provided at the intersections and the end of cul-de-sac, and as required by the City Engineer. All streetlights installed shall be fully shielded to prevent excess glare and light. Light fixtures shall utilize low-sodium bulbs.
43. Submit Streetlight plan for approval which shows all proposed undergrounding, locations and types of streetlight standards and pedestrian walkway lighting
44. Provide subdrains on all roadways subject to seasonal wet areas or as required the Geotechnical Engineer. Outlet subdrains to approved drainage locations.
45. All roads shall be named by filing a completed road-naming petition for each proposed road with the City Public Works Department prior to filing the Final Map.

Grading

46. All grading shall be in accordance with the Geotechnical Report prepared for The Ridge at Orchard Hill Mixed Use Subdivision, and the City Grading Ordinance.
47. 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.
48. For final surface improvements, provide minimum slopes as follows: 1% for concrete, 1.5% for asphalt, 2% for non-paved areas.
49. All retaining walls shall be reviewed and approved by the City prior to construction, including material types, colors, surface finishes.

50. 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.
51. 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 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 the 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 and 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 stormwater 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) Sedimentation, basins, traps or similar BMP controls shall be installed prior to the start of grading.
 - e) Mulching, hydroseeding, or other suitable revegetation measures shall be implemented. 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 greater than 5% shall receive erosion control.
 - f) Excavated materials shall not be deposited or stored where the materials could be washed away by storm water runoff.
52. No rockery walls will be constructed in the public right-of-way for fill slopes which support public roadways. No rockery wall in excess of 12' in height. Rockery walls will only be permitted at the bottom of slope for a cut or fill section. Sloping land in front of the wall will not be permitted.

Off-Site Traffic Improvements

53. Replace stop signs with larger 36" R1-4 signs at the intersection of Mallard Lane with Green Valley Road
54. Obtain the services of a Licensed Traffic Engineer to review and propose traffic calming devices that would be consistent for placement on a roadway classified as a Collector. The devices shall be focused on assisting with pedestrian crossings of Mallard Lane at Lemon Place and Apricot Lane.
55. Construct the following improvements on Green Valley Road between Mallard Lane and Placerville Drive;
 - g) Widen eastbound direction to full Collector Street standards.
 - h) A five foot sidewalk on the eastbound side or westbound side, as determined by the City.
 - i) A commercial driveway apron at A-A road.
 - j) Correct profile deficiencies at Debbie Lane as directed by the City Engineer.

Improvements shall be constructed prior to the first occupancy permit.

Widening improvements shall be a credit against project Traffic Impact Mitigation (TIM) fees. Cost for curb, gutter and sidewalk along Green Valley Road shall be the responsibility of the Project. Right-of-Way costs shall be borne by the applicant and project.

Standard General Conditions of Entitlement Approval

56. All Capital and Impact Fees are to be calculated and paid at time of Building Permit issuance.
57. The project shall comply with all pertinent City Ordinances and City standard street cross section details of construction, available at the office of the City Engineer. All remaining items, except for sewer, will be designed to County of El Dorado Design and Improvement Standards Manual, El Dorado Drainage Manual, and State of California Department of Transportation Standard Plans and Specifications. Sewer will be designed and constructed to EID Standards except when otherwise directed by the City
58. Sidewalks may be located outside of the right-of-way within seven feet of the adjacent roadway 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 Public Works Department prior to the filing of the Final 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.

59. 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.
60. Bus turnouts shall be constructed at locations required by El Dorado Transit and the appropriate school district.
61. If required by specific project Conditions of Approval, prior to approval of the Final 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 Final 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.
62. Cross-lot drainage shall be avoided wherever possible. When cross-lot drainage does occur, it shall be contained within dedicated 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.
63. The Final Map shall show all drainage easements consistent with the County of El Dorado Drainage Manual, the Final Drainage Plan, and the project improvement plans.
64. The locations of fire hydrants and systems for fire flows are to meet the requirements of the Fire District. The location of hydrants shall be shown on the improvement plans which shall be subject to the approval of the Fire District.
65. If A Fire Safe Management Plan is required by the Fire District, A letter of compliance shall be submitted by the Fire District to the Community Development Department prior to filing the Final Map.
66. A meter award letter or similar document shall be provided by the water purveyor prior to filing the Final Map.

67. Where the subdivider is required to make improvements on land which neither the subdivider nor the City has sufficient title or interest to make such improvements, prior to filing of any Final Map or parcel map, the subdivider shall submit to the Public Works Director for approval:
- k) A legal description prepared by a civil engineer or land surveyor of the land necessary to be acquired to complete the off-site improvements.
 - l) Improvement plans prepared by a civil engineer of the required off-site improvements.
 - m) An appraisal prepared by a professional appraiser of the cost of land necessary to complete the off-site improvements.
68. Prior to the filing of the Final 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

El Dorado County Fire Protection District

69. Dedicated emergency access roads shall not be less than 20 feet wide, all-weather surface within 150 feet of all portions of the exterior of the structures.
70. Post "NO PARKING-FIRE LANE" signs along roadway with red curbs and 5-inch letters in white stating "NO PARKING-FIRE LANE", and within 15 feet each way at fire hydrants.
71. Addresses and street signs shall be reflectorized, minimum 3 inch by 3/8 inch stroke.
72. Provide fire-flow per Uniform Fire Code with fire hydrants spaced so that no residence is less than 250 feet from a fire hydrant.
73. Road grades for the emergency access/egress roads shall not exceed 15 percent.
74. Minimum inside turning radius for emergency vehicles is 40 feet.

Planning Division

75. In the event that any phase of the Planned Development Overlay entitlements expire or the Construction Permit expires for any component, then that area subject to that phase shall be relandscaped within six (6) months of any expiration in accordance with a plan submitted by the applicant for Planning Commission approval; and, plan implementation shall occur within sixty (60) days thereafter. A bond shall be required for such improvements.
76. The drainage improvements at Debbie Lane and the widening of Green Valley Road shall occur concurrent with the issuance of the final Certificate of Occupancy.
77. The applicant shall be responsible for installing and maintaining traffic calming measures on Mallard Lane from a point south of Drake Court to a point north of Pintail Lane, which measures may include a landscaped median incorporating crosswalks and refuge islands at appropriate locations, as well as fog lines on Mallard Lane as determined by the City Engineer. The traffic calming measures shall be designed by a qualified traffic engineer acceptable to the City, which design shall be subject to approval of the City Engineer. The applicant shall enter into an agreement with the City implementing this Condition concurrent with the issuance of the first Construction Permit for the project. This Condition shall be the ongoing responsibility of the project.

Planning Commission

The following items are recommended by the Planning Commission:

78. Expand the Orchard Hill Lighting Landscaping Maintenance District to include Phases 1, 2a & 2b of the project, *The Ridge at Orchard Hill*. Fees for the members of the existing District shall not be increased.
79. Phases 2a & 2b shall comply with the roofline envelope of the buildings that were previously approved in the Planned Development Overlay of 2003 for *The Ridge at Orchard Hill*. Any exceptions shall be identified in any documentation that is presented to the Planning Commission for review and approval.
80. Some portion of the project shall also include senior apartments.

81. The project shall include park and play areas for the residents of the project.
82. Fence all property lines of the project site that do not border on City right-of-way, roads and streets.
83. Include a Class 2 bike lane along Mallard Lane from Apricot Drive to Green Valley Road and, to the extent possible, along all offsite improvement areas required of the project.

Steve Calfee
Community Development Director

Attachments