

**Staff Report
Community Development Department**

DATE: November 20, 2007

APPLICATION NO.: General Plan Amendment 07-01, Zone Change 07-01, Planned Development Overlay 07-02, Tentative Subdivision Map 07-03.

REQUEST: General Plan Land Use Map Amendment from Highway Commercial to High Density Residential, Zone Change from HWC (Highway Commercial) to R-2 (Multi-Family Residential, up to 8 dwelling units per acre), 34-lot single family Subdivision Map, 6 commonly owned parcels and a Planned Development Overlay.

APPLICANT: Forni Road LLP

REPRESENTATIVE: Jerome W. Dover

LOCATION: Forni Road, southwest of Office Max and In-N-Out Burger

GENERAL PLAN DESIGNATION: Highway Commercial

ZONING: HWC, Highway Commercial

ASSESSOR'S PARCEL NO.: 325:310:62

PARCEL AREA: 5.83 acres

CURRENT LAND USE: Vacant

SURROUNDING LAND USES: West, South & East - Low Density Residential
North - Commercial

ENVIRONMENTAL DOCUMENT: Mitigated Negative Declaration

RECOMMENDATION

The Planning Commission recommended that the City Council grant conditional approval of this request.

BACKGROUND

The subject site was annexed in 1986, along with several properties to the west and south. Rezoning for the site was R-2, which allowed up to 12 dwelling units at that time. In 1990, as part of the City-wide General Plan Update, the General Plan Land Use designation and Zoning designation for the subject site was High Density Residential and R-3, Multi-Family Residential up to 12 dwelling units per acre. In 2001, the City Council, upon a recommendation of the Planning Commission, amended the General Plan Land Use Map and Zoning Map from the aforementioned designations to Highway Commercial and HWC respectively.

On November 6, 2007 the Planning Commission conducted a public hearing on the above referenced entitlements. The Planning Commission, on a 3-2 vote, recommended that the City Council grant conditional approval of this request. The Planning Commission added 6 conditions of approval and these can be found beginning on page 21 of this report.

DESCRIPTION OF SITE

The subject 5.83-acre site is undeveloped. The topography of the site is best described as gentle to moderate with slopes of less than 5% to 25% in both the westerly and southerly aspects. Oak woodland is the predominant vegetative feature of the site, with some native shrubbery and grassland. The site does not have street frontage, but instead an easement to the site from Forni Road that bisects two single family properties. Properties to the east of the subject site are located in the unincorporated El Dorado County area.

DESCRIPTION OF REQUEST

More specifically, this request is made to amend the City of Placerville General Plan Land Use Map involving 5.83 acres of land from Highway Commercial to High Density Residential and rezone the same land from HWC (Highway Commercial) to R-2 (Multi-Family Residential, up to 8 dwelling units per acre). In addition, a Planned Development Overlay is proposed in conjunction with a request to subdivide the site into 34 single family parcels ranging in area from 3,050 square feet (0.07 acre) to 10,140 square feet (0.23 acre), as well as six (6) lots owned in common by a proposed Homeowners Association. In January 2007, the Planning Commission acknowledged the applicant's request to submit a formal Planned Development Overlay application

for the subject site. The Planning Commission found that the proposed Development Plan was preferred over a conventional development plan for the subject site. The applicant submitted the formal application in a timely manner.

The proposed single family dwellings within the subject site are considered “cluster homes” in that they have common adjoining walls (i.e., 17 buildings of two (2) units each are proposed). Also proposed within the project site is a one-way street circulation system that proposes both parallel and diagonal parking throughout the project area. An emergency access is proposed along the northern area of the site connecting to Office Max /In-N-Out. A future road stub and easement accessing the Crase property to the west is also proposed.

It is noted that the density permitted in an R-2 zone allows for up to 8 dwelling units per acre. The proposed Development Plan yields a density of approximately 5.9 units per acre.

The architecture of the proposed “cluster homes” or “duets” is best described as contemporary. (Color renderings are attached.) Each home is two stories in nature. Each has a two-car garage and each has a semi-private deck or patio. The units are approximately 2,000 square feet in living area. The architecture of the proposed homes is such that the building masses are reduced by the use of varied roof and dormer features incorporated into an offset building footprint. Most of the units “step down” with the topography in order to take advantage of the slopes of the site. The developer is proposing to record Covenants, Conditions & Restrictions (CC&R’s) which will establish the use and maintenance responsibilities for each property owner. Additionally, the Homeowners Association will be created maintain landscaping of the six (6) common lots, maintenance of the streets, common utilities, street lights, and the like. A copy of the Draft CC&R’s is on file in the Community Development Department.

GRADING, TREE REMOVAL AND STORM DRAINAGE

The Preliminary Grading Plan shows pad grading for the homesites in a contour advantage manner. In other words, the site will be graded for the homes in a manner that parallels the circular contours of the subject site. This form of grading reduces the overall total amount of grading required and tends to take better advantage of the topography in contrast to mass pad grading. The Preliminary Grading Plan shows cut slopes in the amount of approximately 30,500 cubic yards and a net fill of approximately 24,500 cubic yards. Approximately 6,000 cubic yards are earmarked for export and the likely export location is the site known as the “Cimorelli” property between Forni Road and Highway 50, which is the site of the two highway billboards.

In order to accomplish the aforementioned onsite grading, tree removal of much of the existing oak tree canopy will be necessary. While it may appear greater, the actual tree canopy for the site is approximately 19%. Site development will cause the removal of approximately 68% of the overall canopy. The tree canopy consists of approximately 63 various species of oak trees on the site, 43 of which have been earmarked for removal. Further, of the 63 trees, an Arborist Report has concluded that 21 are either in an unhealthy or unsafe condition and should be removed. The prescriptive standards set forth in the City's Woodland and Forest Conservation Regulations require canopy replacement at 90% of the original tree canopy. In order to meet this prescriptive standard, the Preliminary Landscaping Plan shows that approximately 170 ornamental and canopy trees are to be planted throughout the site. This tree replanting will exceed the canopy replacement ratio discussed above.

A Preliminary Surface Drainage Report for the project has been prepared and is available for review in the Community Development Department. Summarized, the post-developed site contains two (2) main drainage outlet points. A majority of the site runoff (55%) will be collected within the street storm drain and gutter system located within Streets A & B. This system will connect to an existing 24" culvert that runs underneath Forni Road and outfalls to an existing ditch. There is the possibility that a project will be submitted for the Cimorelli property to the west in the near future and that the proposed project may be a hotel. In the event that the hotel is built, the flows from the subject site will be tied into the future hotel drainage system. If the hotel is not built, a water quality swale will be designed and constructed to filter runoff before it reaches Weber Creek. The remaining surface water will be overland outfall of surface water in the western corner of proposed Lot A and along the surface to the south and east of the site. The overland outfall was evaluated in the Preliminary Surface Drainage Report and represents a volume less than that in the pre-construction condition. Drainage is discussed further on Page 5 of the Mitigated Negative Declaration and a copy of the Preliminary Surface Drainage Report is on file in the Community Development Department.

TRAFFIC AND CIRCULATION

Access to the subject site is by way of Forni Road, which is a City maintained road. A single private roadway (Street A) provides access to the subdivision proper. Street A is a 24' roadway, curb face to curb face, and provides two-way access until the road splits into a one-way circular road in a counter-clockwise direction. Parallel on street parking is provided throughout the project area, as is curb, gutter and sidewalk on one side of all the streets. An emergency ingress/egress is provided at the north end of the project site, abutting the Office Max/In-N-Out commercial center. The emergency gate will be equipped with both mechanical and automated equipment as well as a Knox box in the event of a power outage.

A Traffic Study (KD Anderson & Associates, 2007) was commissioned for not only this project, but also done with the prospect of a 95-unit hotel on the Cimorelli property to the west. As of this date, a project has not been submitted for possible entitlements on the Cimorelli property. The Traffic Study evaluates the subject development independently of the development of the Cimorelli property.

The Traffic Study concludes that the proposed 34-unit Planned Development will generate approximately 310 vehicle trips per day, and that of this daily traffic volume, approximately 24 a.m. peak hour and 32 p.m. peak hour trips will result from project development. The Study suggests that the trip distribution from Street 'A' will be that 100% of the trips will travel north on Forni Road toward Placerville Drive/Highway 50. The Study analyzed the intersection of Placerville Drive/Forni Road and the Forni Road/Lo Hi Way/Highway 50 eastbound ramp separately. The Study concluded that both of the aforementioned intersections, at p.m. peak hour conditions, in the existing and the existing plus project operate at Level of Service 'C' or better. A copy of Tables II & V from the Traffic Study are attached for reference.

Additionally, the Study concluded that the project would remain responsible for its 'fair share' for the costs of regional circulation improvements by way of the City's existing Traffic Impact Mitigation Fee Program. The Traffic Study initially concluded that sight distance at the intersection of Forni Road and Street 'A' was inadequate in the northwestern direction (up hill) and that a restriction be incorporated into the design of the intersection that prohibited southerly or left turn movements. Further analysis with respect to sight distance has been done, including ground profile and line of sight analysis. The Study concludes that adequate sight distance will exist at Forni Road and Street 'A' provided that some vegetation removal occurs. The Traffic Study also suggests that the proposed project should pay its fair share for improvements to the Fair Lane approach at Placerville Drive. This issue is discussed in further detail below.

OFFSITE CIRCULATION ISSUE

A Traffic Study was prepared for the Forni Road Shopping Center in February 1998. This shopping center is located along Forni Road, between Placerville Drive and Lo Hi Way. As part of the mitigations for the shopping center project the westbound Fair Lane approach was to be modified to include 200' lanes for left, through and right turn lanes. The latest striping plan provided by Caltrans (July 1999) indicates a left lane of 200' and a right turn lane of about 60'.

While these improvements were conditioned to be installed as part of the Forni Road Shopping Center project they never were; consequently, Caltrans is now requesting that the improvements be installed. Caltrans has noted that residential development in the vicinity of the intersection may be constructed; however, any development must pay their fair share of the improvement. Any commercial development, however, must

install the improvements noted above and may not pay their fair share toward the improvement.

A fair share analysis was conducted for the residential element of this project, with the assumption that the commercial side does not develop. Caltrans methodology was used in determining fair share costs. This is the project traffic during the peak hour divided by the difference between the future traffic and the existing plus approved projects. In determining the project fair share it was determined that the lane widening project was needed as a result of the Forni Road Shopping Center; therefore, the fair share analysis was developed based on the traffic data provided in that report. Both Existing and Future traffic volumes from that report were used as the basis to assign the fair share cost for the residential portion (Stancil Property) of this project. Based on the project volumes, noted in the Traffic Study, the fair share portion for the Fair Lane mitigation is 0.84%.

If the commercial side of this project (Cimorelli property) is developed, that element would be responsible for the remaining 99.16% of the cost to improve Fair Lane. This is predicated on Caltrans identifying that the commercial properties are impacting the Placerville Drive/Highway 50 Interchange as opposed to residential development. Caltrans has indicated in correspondence that the near-term improvement along Fair Lane is primarily required as a result of commercial development; therefore, regardless of whether the residential element is constructed the Fair Lane improvement needs to be constructed as a result of any commercial development affecting the westbound onramp intersection.

Any additional development, whether commercial or residential, should contribute their fair share to this improvement, with the fair share amount being reimbursed back to the commercial (Hotel) element.

WATER AND SEWER

The subject site is in the El Dorado Irrigation District (EID) water service area. There is currently a 6" water service to the site which connects to a 10" public water line in the Office Max/In-N-Out center. The line onsite location will be reconfigured to provide service throughout the project as well as several existing properties in the vicinity. EID has concluded that the water volume and pressure necessary to serve the project both in terms of domestic use and fire use is adequate provided the 6" water line be increased to an 8" water line.

The project will connect to the City wastewater collection and treatment system by way of a pump station and force main located below the site adjacent to Forni Road. The force main will connect to an existing City gravity collection system in Forni Road in the vicinity of Lo Hi Way. The Wastewater Treatment Plant has sufficient capacity to

accommodate the proposed project, however it is noted that impact fees are collected at the time of Construction Permit issuance for upgrades to the collection and treatment system.

AESTHETIC CONSIDERATIONS

The subject site is visible from Highway 50 and from other locations generally westerly of the site. Site grading and development will cause the removal of approximately 43 oak trees and will involve the construction of new roads and the 34-unit project. Due to the site's westerly aspect, project development components that are visible from Highway 50 will likely result in localized short-term aesthetic scenic impacts. From staff's perspective, this impact is not expected to be substantial in that the immediate project vicinity contains other physical improvements, including the Office Max/In-N-Out center and the County Fair Shopping Center north of the site, a site with two billboards located south of the site, and other improvements that are visible from Highway 50. The project includes substantial landscaping that provides for the planting of approximately 170 ornamental and canopy trees located throughout the site and includes the lots held in common. The Landscaping Plan is preliminary in nature and, in keeping with City policy, the final site, size and species specific Landscaping Plan will be subject to further review and scrutiny by the Planning Commission as a condition of project approval.

PLANNING COMMISSION MATTERS

The Planning Commission added a condition relating to sidewalks. The Commission is requesting that sidewalks be included on lot frontages 21 thru 24 and on lot frontages between lots 29 thru 34. The developer has indicated that he can accommodate this request but in order to avoid encroachment of lots 21 thru 24 into the rear neighboring yard he has requested an 18 foot setback from the back of the walk to the front of the garage.

The Planning Commission also expressed concern with respect to creating more interest in the building elevations, color schemes, building offsets and the like. A condition of approval addressing this matter is included that requires the developer to return to the Planning Commission more detailed building elevations addressing the Commission concern.

The Commission was concerned with the landscaping in the vicinity of proposed lot D and its proximity to a "massive plain of asphalt". Staff believes that this matter can be addressed when the final landscaping plan is submitted to the Planning Commission for approval.

Lastly, the Commission was interested to see other alternatives with respect to the proposed emergency access between the site and the commercial center to the north. The applicant has indicated that he is more than willing to explore alternatives and present them to the Fire District and Commission.

ENVIRONMENTAL ANALYSIS

An Initial Study was prepared in accordance with the California Environmental Quality Act for this project. The Initial Study concluded that there are potentially significant impacts in the areas of geology, water, air quality, transportation, biological resources, hazards, noise and public services. A Negative Declaration was prepared and Mitigation Measures have been incorporated into the Negative Declaration that reduce the potential impacts to a less than significant level. The Mitigated Negative Declaration was circulated in accordance with the California Environmental Quality Act to State and responsible agencies. To date, no comments have been received in regard to the environmental document; however, the public comment period will remain open through November 6, 2007.

CONCLUSION AND RECOMMENDATION

While the proposed project is not a mixed use project, per se, it is considered an infill project which accomplishes the introduction of a mixed use in an area currently void of such. In this case, introduction of residential uses to an area relatively void of such where transit is available as well as governmental services and shopping opportunities in close proximity, convenient enough to walk accomplishes mixed use ideals that promote less dependence on automobile travel and greater opportunities for transit and pedestrian modes of travel. Site development will, of course, result in short-term impacts; however any form of development on the site, whether residential or commercial, would result in the same. Traffic and other infrastructure impacts appear to be minimal and utilities are available to serve the site. Staff recommends that the Planning Commission make the following recommendation with respect to the requested entitlements as follows:

1. Adopt the Staff Report as part of the public record.
2. Receive, approve and file the Mitigated Negative Declaration prepared for this project dated September 14, 2007. The Mitigation Measures contained therein are conditions of project approval.
3. Make the following General Plan findings of consistency:

- A. This request is consistent with the 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".
 - B. 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".
 - C. This request is consistent with Policy 5 of Goal C of the Community Design Element of the General Plan which states, "The City shall promote the use of planned unit residential developments to maximize efficient and creative use of parcels while preserving trees, aesthetic rock outcroppings, scenic views, open space, and other natural features".
 - 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".
 - E. This request is consistent with Goal D of the Health and Safety Element which states, "To prevent loss of lives, injuries and property damage due to wild land and urban fires", and Policy 8 thereof that states, "Future roadway systems and networks shall be designed with at least one means of egress other than the access in all developing areas".
 - F. This request is consistent with the Transportation Element Policy 5 that states, "The City shall ensure that all newly developing areas are served by at least two means of access", and Policy 6 states, "The City shall discourage the creation of long dead-end roads and cul-de-sac streets by providing for connections between such streets and secondary access areas served by such streets", to the extent that it can be, given the characteristics of the site and topographical constraints.
4. Approve General Plan Map Amendment 07-01 amending the Land Use Map for the subject site from Highway Commercial to High Density Residential.
 5. Approve Zone Change 07-01 amending the Zoning Map for the subject site from HWC (Highway Commercial) to R-2 (Multi-Family Residential, up to eight (8) dwelling units per acre).

6. Make the following finding with respect to Planned Development Overlay 07-02:
 - A. Exception to the standard requirements of the Zoning Ordinance and Regulations are justified by the design and topography of this development. Further, this development is consistent with the purpose and definition of a Planned Development Overlay as stated in Section 10-5-21(A) of the City Code.
7. Approve Planned Development Overlay 07-02.
8. Make the following findings with respect to Tentative Subdivision Map 07-03:
 - A. The design of the subdivision and proposed improvements will not cause significant environmental impacts.
 - B. The design of the subdivision will not cause serious health, safety and welfare impacts.
 - C. The proposed development is designed to provide a desirable environment within its own boundary.
 - D. The proposed development is consistent with the City of Placerville General Plan.
9. Approve Tentative Subdivision Map 07-03 with the following conditions:

Conditions of Approval

Engineering Division:

General

1. 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.

2. 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.
3. The Subdivider shall be responsible for maintenance and upkeep of all slopes, landscaped areas and irrigation systems within the land division until such time as those operations are the responsibility of the individual homeowners, a homeowners association, or any other successor-in-interest.
4. Appropriate land rights shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside the subdivision boundaries. A copy of the written authorization shall be submitted to the Public Works Department for review and approval prior to permit issuance.
5. An encroachment permit shall be obtained for any work within City right-of-way or with City facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.
6. 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, Fire District and all required utilities.
7. All Capital and Impact Fees are to be calculated and paid at time of Building Permit issuance.

Map

8. All existing easements such as those listed in Title Report 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.
9. 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 and shall be offered for dedication to the City. The City will consent to the offer, but not accept for maintenance.

10. 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:
 - 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 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.

11. One third-order survey control point will be required to be located within the subdivision. The control point shall be located within the paved roadway section and set in a Type D monument per Caltrans Standard Plans A74, or as directed by the City Engineer. All calculations for said monumentation shall be provided to and approved by the County Surveyor prior to the recording of the final map, or as agreed upon in the subdivision agreement.

Home Owners, CC&R, Agreements, and Districts

12. A Property Owners Association or Homeowners Association shall be established over the entire planned development. CC&R's shall be created and recorded with the record map to implement requirements of the City and these conditions of approval. The Association shall execute agreements with the City to own, operate, and maintain private shared improvements, private roadways, including A Street from Forni Road to the on-site improvements, street lighting, storm water drainage,

landscape and irrigation, pedestrian paths, open space vegetation, grading, slopes, and similar private improvements.

13. 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.
14. The project CC&R's shall include requirements such that the Homeowner's Association shall be responsible for all costs of pavement and landscaping outside of a standard trench section 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.
15. Streetlights in private roads shall be private with all costs paid by the Homeowners Association.
16. The Homeowners Association shall be required to maintain all private and emergency roadways, including A Street from the on-site improvements to Forni Road.
17. The declaration of covenants, conditions, and restrictions (CC & Rs) submitted for review shall contain the following provision verbatim: "The management and maintenance of the 'common area' shall include the following best management practices (BMPs) to reduce storm water pollution: The Homeowners Association is required to implement trash management and litter control procedures in the common areas aimed at reducing pollution of drainage water. The Homeowners Association may contract with their landscape maintenance firms to provide this service during regularly scheduled maintenance, which should consist of litter patrol, emptying trash receptacles in common areas, noting trash disposal violations by homeowners or businesses, and reporting the violations to the association for investigation. The Homeowners Association is required to have its privately owned streets and parking lots swept prior to the storm season, no later than October 15th of each year."
18. A Disclosure Statement shall be executed and recorded for all future property owners and successors in interest stating that the City reserves the right to restrict left turning traffic from northbound Forni Road onto northbound Placerville Drive at such time as it is required due to intersection accident history or roadway capacity issues.

Water System

19. Improvements must comply with Fire District requirements, including hydrant placement, building sprinklers, fire flow, traffic, and emergency circulation. The El Dorado Fire Protection District must sign off on improvement plans.
20. The required water system, including all fire hydrant(s), shall be installed and accepted by the El Dorado Irrigation District and the El Dorado County Fire Protection District prior to any combustible building material placed on an individual lot.
21. Provide water service to each lot being created and mark the location of the water service with a "W" imprinted into the concrete curb.
22. Comply with EID's Conditions of Approval for water service. On the Final Maps, appropriate dedications of facilities and easements must be provided.
23. A meter award letter or similar document shall be provided by EID prior to filing the Final Map.

Sewer Facilities

24. Provide service to each lot being created and mark the concrete curb with and "S" at the location of each lateral service crossing.
25. Sewer and water laterals shall have a 10' separation from connections at the respective mains to the point of connection with the structure.
26. 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. All service laterals shall have a 2-way cleanout installed at the street right-of-way, or easement limit line.
27. Sewer lift stations shall be publicly owned and maintained, and shall be constructed to EID 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 with sound attenuation, security fencing, screening, and shielded area light shall be installed. The lift station shall be located as approved by the City, and designed to accommodate all undeveloped parcels within a watershed to be approved by the City Engineer. The pump station shall be in a location that will allow for gravity flow from a future sewer main to be installed on Forni

Road and the project entrance. The City reserves the right to place additional conditions and requirements at the time of design.

28. Off-site gravity sewer beginning on Forni Road shall be a minimum eight-inch diameter. Any revisions to the existing public sewer system which are required to accommodate this project shall be funded by the developer. The location and method of connection to the City system shall be determined by the City Engineer.
29. All public sewer improvements shall be offered for dedication to the City.
30. Any sewer piping that serves two or more lots shall be publicly owned. No private sewer systems shall be allowed.
31. Owners shall obtain with their dwelling building permit, a design approval from the Public Works Department of private individual pumping systems. The project CC&R's shall include these requirements. The Final Map and the subdivision improvement plans shall designate those lots that require pumped sewer services.
32. The force main shall be located within the center of a 15' public sewer easement or within public roadway until the line achieves gravity flow within public right of way.

Utilities

33. Electric, telephone and cable TV shall be underground from the point of connection throughout the project area. Location of these improvements, both on and off-site, shall be shown on the improvement plans.
34. 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.
35. For consolidated liquefied propane gas tank area, the Subdivider shall submit security plan to the Chief of Police and Fire Marshall for review and approval. Required construction and implementation of the plan shall be complete prior to use of the tanks.
36. All propane gas tanks for individual lots shall be buried underground.

37. If utility relocations or revisions to public improvements 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.

Driveway

38. All driveways to be constructed of Portland Cement Concrete.

Drainage

39. 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 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.
40. 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.
41. All drainage inlets shall be marked "Do not Dump - Flows to Creek."
42. Drainage facilities shall be designed to accommodate flows from a 10-year storm with no static head, and flows from a 100-year storm at grade inlet elevation.
43. At sag locations, emergency overland escape shall be provided and secured with a drainage easement.

Roadway

44. All on-site roads shall be designated as private; and as such, privately owned and maintained. Design and construction shall be according to AASHTO and City requirements.

Roadways shall be constructed to the following City standards.

A Street: Modify Local Street Standard, Minimum 37' curb face to curb face with 45 degree on-street angle parking or Hillside Street Standard, per typical cross section as shown on the plan.

B Street: Hillside Street Standard, per typical cross section as shown on the plan.

C Street: Hillside Street Standard, per typical cross section as shown on the plan.

All roadway sections shall have concrete curb, and gutter on both sides. All Streets shall have 5' concrete sidewalk on one side, opposite side of on-street parking. Rolled curbs are permitted.

45. Minimum street structural section shall be based upon traffic index of 7.0 for Forni Road, 6.0 for local streets, 5.5 for bulb-outs, and adjoining parking stalls.
46. A 50' acceleration/deceleration taper shall be required on Forni Road at the intersection of A Street, as shown in the City Standard Plans; Residential Connection to Minor Collector. Improvements shall be constructed to Forni Road as necessary to achieve the required site distance and driveway separation at the intersection for unrestricted access.
47. One Way roads are permitted on-site.
48. Install street name signs at all intersections. No parking, One Way, and Not a Through Street signs shall be installed where appropriate.
49. Install handicap ramps at all street intersections where sidewalks are present and at all locations required by ADA.
50. 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.
51. Provide sub drains on roadways at locations required by the Geotechnical Engineer. Outlet sub drains to approved drainage locations.
52. Street lights shall be installed at all intersections, dead ends, and at locations required by the City Engineer.
53. A signing and striping plan is required for this project. The applicant shall be responsible for any additional paving and/or striping removal caused by the striping plan. All striping shall be thermoplastic.

54. Unobstructed sidewalks shall be provided throughout the project area in that parking shall be provided on the opposite side of the street as the sidewalk.
55. An emergency access gate providing fire access to/from the northerly commercial property, Office Max, shall be constructed to current fire district standards with a Knox Lock and Opticom capabilities.
56. Concrete curb, gutter, and sidewalk shall be designed to accept H-20 wheel loading allowing for fire truck usage.

Grading

57. All grading shall conform to the Uniform Building Code, City Grading Ordinance, and all other relevant laws, rules and regulations governing grading in the City of Placerville. Prior to commencing any grading, which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Public Works Department.
58. Install minimum 42-inch height permanent fencing at the top of all bluffs or cut-and-fill slopes exceeding 10 feet in height, and greater than 2:1 slope.
59. 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 titled "Stancil Property" prepared by Youngdahl Consulting Group, Inc.
60. 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 and Conservation Resource District. 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 periods 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.
61. 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.
 62. 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.
 63. The improvement plans shall include a dust control plan which takes all necessary measures to control dust. This plan shall be implemented by the developer during grading as required by the City and the El Dorado County Air Quality Management District (AQMD). A permit from AQMD shall be submitted to the Public Works Department prior to approval of the improvement plans.
 64. Grade slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.
 65. Obtain proper permits to destroy any existing septic systems or water wells on the property prior to grading.
 66. Complete rough grading of all driveways when the pad elevation difference between street and building site is 6' or greater.

Off-Site Improvements

67. Construct a new culvert under Helm/Chase driveway, 3111 Forni Road. Direct westerly property discharge to the new culvert, then to the natural drainage channel past the culvert outfall. The driveway where realigned or disturbed shall be repaved with a minimum 2" asphalt concrete over 4" aggregate base. Sheet flow from the project site will not be permitted across the driveway.
68. The Helm/Chase driveway, 3111 Forni Road, shall be reconfigured to encroach onto A Street. 50' separation from edge of traveled way for Forni Road to centerline of driveway is required.

El Dorado County Fire Protection District:

69. Major subdivision plan check/inspection fee for 34 lots is \$400.00.
70. Minimum fire flow for this project is 1500 gpm @ 20 psi for two (2) hours.
71. Provide documentation from Placerville City Engineering/EID to show that the system will meet required fire flow for this project.
72. Hydrant location as shown is accepted. Hydrants to be Mueller Centurion 200.
73. Parking and striping plan as shown is accepted.
74. Road section and gradient as shown are accepted, with requirement #76.
75. A second access/egress is required for this project, see requirement #76.
76. Road section, gradient and single access/egress may be mitigated with the following requirements:
 - A. A Fire District approved NFPA 13D fire sprinkler system is required for all structures built for this project. This will be documented as a deed restriction on the map.
 - B. The emergency access road will be gated to Fire District standards:
 1. Gate opening to be 2' wider than the road section.
 2. Electric/automatic opening is required.
 3. Gate to open automatic for egress, (from the inside out).
 4. Gate to open automatic for Fire District access, (from the outside in) with the Knox system and Opticom.

5. Mechanical bypass opening is required, (for power failure).
77. A Fire District approved "Fire Safe Plan" is required prior to final map. The Plan to include all lots and open space.

Community Development Department:

78. The applicant shall apply for separate permits for the demolition for existing structures, wells, or septic tanks as well as proposed improvements. Separate permits shall be required for sales trailers, model homes, sales offices in model homes, master planned units, temporary electric or gas distribution systems.
79. Submit a final site, size and species specific Landscaping Plan for review and approval by the Planning Commission.
80. Submit final documents for the Homeowners Association and final Covenants, Conditions & Restrictions to City staff for review and approval prior to recordation.
81. Street light location and designs shall be subject to review and approval by the Community Development Department. It is noted that architectural style light fixtures in keeping with the proposed development are highly encouraged and that said fixtures shall have full cutoff shielding.

The Planning Commission added the following Conditions of Approval at their regular meeting of November 6, 2007.

82. Amend Item VI- A- 2 of the Mitigated Negative Declaration to allow left turns at Forni Road.
83. In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/ export location from the Public Works Department. If an Environmental Assessment did not previously evaluate and approve the off site location, a Grading Environmental Assessment shall be submitted to the Planning Department for review, comment, and approval. Additionally of the movement of import/export using City roads, review and approval of the haul routes by the Public Works Department will be required.
84. Sidewalks are to be installed on lots 21-24 extending to lot B, and lots 29-34.
85. Provide a definition of Emergency Access rules or alternatives for a second entrance.

86. Return to the Planning Commission with specific designs for the exterior elevation of the property.

87. Provide alternate proposals for lot D. Planning Commission recommends an island with additional plant life as opposed to the proposed “massive plain of asphalt”.

Steve Calfee
Community Development Director