



**Community Development Department
STAFF REPORT**

DATE: May 18, 2009
Amended September 14, 2010 (see revised Conditions)

APPLICATION NO.: Mountain Lane Place - Tentative Subdivision Map 08-02;
Planned Development Overlay 07-04;
Environmental Assessment 09-01.

REQUEST: Request for a Tentative Subdivision Map and Planned Development Overlay to subdivide one 2.75 acre parcel into eight parcels ranging from .09 acre to .83 acre. A .25 acre remainder parcel is also proposed, along with modifications to the R1-10 Zone General Regulations.

OWNER: David J & P Machado Trust

APPLICANT: David Machado
2872 Mosquito Road, Placerville

REPRESENTATIVE: Olga Sciorelli, CTA Engineering Surveying

LOCATION & APN.: 2710 Mountain Lane; northwest of the intersection of Hocking Street and Immigrant Ravine Rd. APN: 002-081-09

GENERAL PLAN DESIGNATION: Low Density Residential (LDR)

ZONING: R1-10 (Single-Family Residential, 10,000 square foot minimum)

PARCEL AREA: 2.75 acres

ENVIRONMENTAL DOCUMENT: Mitigated Negative Declaration

RECOMMENDATION:

The Planning Commission considered this matter on May 5, 2009, and recommended that the City Council approve Mr. Machado's application on a 4-0 vote. Commissioner Ogdin abstained on this request.

BACKGROUND AND DESCRIPTION OF SITE

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 with interspersed pines is the predominant vegetative feature of the site, with some native shrubbery and native and non-native grassland.

The 2.75 acre site contains a driveway and finished grading for an existing single-family dwelling (2710 Mountain Lane) and a secondary dwelling unit (2714 Mountain Lane) that were built in 2007. The centerline of a 40'-wide road easement passes along the project's eastern property boundary. This easement provides access to the above dwellings and to the Herriott property at 2750 Mountain Lane, located offsite. Mountain Lane connects to Immigrant Ravine Road (Immigrant Ravine Road), northwest of Immigrant Ravine Road's intersection with Hocking Street.

The project site is in an R1-10 Zone, a single-family designation. The maximum density permitted in an R1-10 Zone is up to 4.36 dwelling units per acre. Surrounding uses to the west, north and east are also single-family residential uses. South of the site is a commercial use containing the El Dorado Irrigation District maintenance yard, office buildings and parking.

During November of 2007, the Applicant, David Machado, came before the Planning Commission to request a Preliminary Development Plan for a Planned Development Overlay. A conventional subdivision map that met the City's slope-to-parcel area requirements and was within the R1-10 Zone maximum density requirements was presented to the Planning Commission during a public hearing. The Commission determined that eight parcels, with a project site density of 2.8 dwelling units per acre (DUA) could be developed over the project site. The Commission also considered at the public hearing a planned development concept plan that demonstrated how the Applicant would utilize the eight parcels and 2.8 DUA density within the project site. The Commission authorized the Applicant to prepare a detailed development plan for Commission consideration.

On May 5, 2009, the Planning Commission conducted a public hearing on this request. At the conclusion of their consideration of this matter, the Commission voted 4-0, recommending that the City Council approve the Mitigated Negative Declaration, Tentative Subdivision Map and Planned Development Overlay. Commissioner Ogdin abstained from participation on this matter.

DESCRIPTION OF REQUEST

A Development Plan for the requested Planned Development Overlay is proposed in conjunction with a request to subdivide the site into 8 single-family parcels ranging in area from 3,984 square feet (0.09 acre) to 35,995 square feet (0.83 acre). The project also includes an 11,099 square feet (0.25 acre) Remainder lot. As stated previously, the proposed Development Plan yields a density of approximately 2.8 units per acre. The existing single-family and secondary dwelling units are upon proposed Parcel 1.

The proposed Immigrant Ravine Road extension will provide access to the project subdivision and its one internal road. Mountain Court, a privately maintained road, is proposed as a modified Local Street with 30-foot of right-of-way, two 12-foot travel lanes curb-face to curb-face, rolled curb and gutter on both sides, and a 4.5-foot sidewalk on one side. The Local Street Standard requires 40 feet of right-of-way. Ten guest parking stalls are proposed at the Mountain Court turnaround.

Mountain Court connects to Mountain Lane. Mountain Lane will be improved to two 12' travel lanes curb-face to curb-face to accommodate two travel lanes and Class II Bike Lanes with sidewalk on one side within a 56-foot right-of-way.

The Development Plan includes proposed modifications from the R1-10 Zone General Regulations to achieve the maximum density determined during the Preliminary Development Plan phase and to accommodate the City's intention to extend Immigrant Ravine across a portion of the site. Modifications to minimum parcel area, parcel frontage, parcel width and the front, side and rear setback involve:

- Reduction of the minimum parcel area from 10,000 square feet to a project minimum of 3,984 square feet,
- Reduction of the minimum parcel frontage and parcel width from 75 feet to a project minimum of 50 feet,
- Reduction of the minimum front yard building setback from 20 feet to 12 feet,
- Reduction in the side yard building setback from 7.5 feet to 5 feet, and
- Reduction of the rear yard building setback from 20 feet to 15 feet.

The architecture for future single family dwellings on the proposed vacant lots is best described as "traditional" or "country." Elevations and floor plans are attached. Both single- and two-story homes are proposed. The two-storied homes have a two-car tandem garage. The single-story homes have a one-car garage. The units range in floor area from approximately 1,200 to 1,500 square feet. Exterior materials and finishes involve earth-tone colors, composition roofs and cement siding. The Applicant also stated during the Preliminary Development Plan hearing that solar paneling may be incorporated into the home design.

The developer is proposing to record Covenants, Conditions & Restrictions (CC&Rs), which will establish the use and maintenance responsibilities for each property owner.

The CC&Rs have not yet been developed. Additionally, a Homeowners Association will be created to maintain streets, common utilities, street lights, etc.

GRADING, TREE REMOVAL AND STORM DRAINAGE

The Preliminary Grading Plan shows pad grading for the homesites, access improvements, guest parking area and drainage and underground utilities. The Preliminary Grading Plan shows cut slopes in the amount of approximately 6,000 cubic yards and a net fill of approximately 1,900 cubic yards.

In order to accomplish the aforementioned onsite grading, most of the trees are to be removed. Existing tree canopy covers 37% of the site (40,700 square feet). The City's Woodland and Forest Conservation Regulations require that a minimum percentage of tree canopy be retained as a result of a single-family residential subdivision request. Per the regulations, the Applicant would be required to retain approximately 85% of the existing 37% of site tree canopy. Since most of the tree canopy will be removed, the Applicant is required to submit a Woodland Alteration Plan for the site. This plan will involve tree planting to offset the tree removal, demonstrating that the required tree canopy can be achieved.

A storm drainage system of curb, gutters, drainage inlets, underground storm drains, surface channel/swale, and a 36" culvert proposed beneath the Immigrant Ravine Road extension. A detention basin is planned for the designated Remainder parcel to accommodate existing and project-generated storm water from a 2-, 10- and 100-year storm event.

PROJECT TRAFFIC GENERATION

The project has the potential to generate 10 vehicle trips per day for each single-family parcel. Therefore, there is a potential of 70 additional trips per day associated with the seven additional project parcels.

Until the Immigrant Ravine Road extension between Clay Street and Morrene Drive is completed, project-related traffic will utilize Hocking Street and Mosquito Road. Presently, Hocking Street (100' north of Mosquito Road) realizes approximately 1,700 vehicle trips per day. Project-related traffic represents a 4% increase in traffic on Hocking Street at Mosquito Road. Hocking Street will continue to function at Level of service (LOS) "A" with estimated project traffic.

Staff has conditioned the project to extend Immigrant Ravine Road from its current terminus at Mountain Lane, westerly to the western project boundary, to its full collector street standard of 36 feet curb-face to curb-face, with 56 feet of right-of-way and sidewalk along one side.

WATER AND SEWER

The subject site is in the City of Placerville water and sewer service area. There is currently a 12" water service that exists within Immigrant Ravine Road. Each parcel will connect to a water line within Mountain Court that will then connect to the service at Immigrant Ravine Road.

The subdivision will connect to the City wastewater collection and treatment system by gravity through a new 8" sewer line to Immigrant Ravine Road, then to Mosquito Road within a 50-foot-wide easement. 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.

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 water, noise, cultural resources and public services. A Mitigated Negative Declaration was prepared and Mitigation Measures have been incorporated into the Negative Declaration, reducing potential impacts to a less than significant level. The Mitigated Negative Declaration was circulated in accordance with the California Environmental Quality Act.

To date, no comments have been received in regard to the environmental document, however the public comment period ended May 9, 2009.

CONCLUSION AND RECOMMENDATION

When the Planning Commission reviewed the Conventional Subdivision Map and compared it to the Planned Development Overlay Map, the Commission determined that the Planned Development Overlay was the preferred map. The Planning Commission directed the Applicant to submit a formal Map and Planned Development Overlay application. The Applicant resubmitted as requested. From Staff's perspective, the main reason for preference of the Planned Development Overlay Map, when compared to the Conventional Map, is that the Planned Development Overlay Map creates a neighborhood and sense of place, while the Conventional Map does neither. The request before the City Council is the same as that reviewed by the Planning Commission with no recommended map modification or additional Conditions of Approval. The Planning Commission recommended that the City Council take the following action(s):

1. Adopt the Staff Report as part of the public record.

2. Receive, approve and file the Mitigated Negative Declaration (Environmental Assessment 09-01) prepared for this project, dated April 8, 2009. 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 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."
 - 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. Make the following findings with respect to Planned Development Overlay 07-04:

- A. The proposed Development Plan is designed to provide a desirable environment within its own boundaries.
 - B. Exception to the standard requirements of the Zoning Ordinance and Regulations are justified by the design and topography of this development to achieve the maximum density determined during the Preliminary Development Plan phase and to accommodate the City's intention to extend Immigrant Ravine across a portion of the site.
 - C. 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.
- 5. Approve Planned Development Overlay 07-04.
 - 6. Make the following findings with respect to Tentative Subdivision Map 08-02:
 - 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.
 - 7. Approve Tentative Subdivision Map 08-02 with the following conditions:

Conditions of Approval

Public Works Department

- 1. This Subdivision (Development) project shall comply with all pertinent City Ordinances and City standard street cross-section details available at the office of the City Engineer. All remaining items, except for sewer and water, will be designed in accordance with the County of El Dorado Design and Improvement Standards Manual, as revised May 18, 1990; the County of El Dorado Drainage Manual, dated March 14, 1995; and the State of California Department of Transportation (Caltrans) Standard Plans and Standard Specifications, dated May 2006. Sewer and water service will be provided by the City and shall be designed and

constructed in accordance with El Dorado Irrigation District (EID) Design and Construction Standards, dated July 1999, except when otherwise directed by the City Engineer. Water services shall be constructed to City standards.

2. The Developer shall reimburse the City for associated project costs incurred by the City for any outside consultants, City staff time, and other expenses for special design needs above and beyond normal items covered by the City's fee schedule.
3. The Developer shall be responsible for maintenance and upkeep of all slopes, landscaped areas and irrigation systems within the development 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 as necessary to allow any required grading and/or facilities to be installed outside the development boundaries. A copy of the written authorization(s) shall be included with the Final Improvement Plan submittal.
5. All improvements required for this development and as described in these Conditions of Approval shall be shown on construction drawings (the Final Improvement Plans) to be submitted along with the Final Map to the City Engineer for review and approval. An Encroachment Permit shall be obtained from the City Engineer prior to beginning any work on this development within a public right-of-way.
6. All Capital and Impact Fees are to be calculated and paid at time of Building Permit issuance.
7. All existing easements within the development boundaries shall be revised as appropriate to conform to the new development layout 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 the City's requirements.
8. 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.

9. The Final Map shall show all drainage easements for improvements such as, but not limited to, drainage swales, ditches, pipelines, etc., consistent with the County of El Dorado Drainage Manual, the Final Drainage Plan, and the final improvement plans, and shall be offered for dedication to the City. The Final Map shall note that said easements “shall be kept free of buildings and obstructions.” The City will consent to the offer, but not accept for maintenance.
10. The front yard setback area shall be dedicated as a slope, maintenance, and public utilities easement.
11. Where the Developer is required to make improvements on land, which neither the Developer nor the City has sufficient title or interest to make such improvements, the Developer shall make every effort to acquire all necessary land rights prior to the filing of the Final Map. If the Developer is unsuccessful in obtaining those land rights, then, prior to filing of the Final Map, the Developer shall submit to the City Engineer 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 Developer 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 Developer 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.

12. 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.

13. All utilities outside of roadways shall be in 15' wide easements centered on the utility. Easements for drainage swales shall be 10' wide, centered on the swale. All easements within the development shall be dedicated on the Final Map or by separate instrument. All easements outside of the development boundaries shall be submitted for approval with the Final Improvement Plans.
14. Should individual building pad grading not be included in the Subdivision Plan approval and construction process, the Developer shall file a Notice of Restriction on lots where no grading has taken place. The notice will direct future owners that an engineered site plan signed by a licensed civil engineer is required before a building permit will be issued on that lot.
15. The Developer shall establish a mechanism for perpetual maintenance of infrastructure, including curbs, gutters, sidewalks, roads, street lighting, storm water drainage, common-area landscape and irrigation, pedestrian paths, open space vegetation, grading, slopes and drainage, and similar improvements. Formation of a Benefit Assessment District pursuant to Government Code Section 54703 or a Homeowners Association is a suggested mechanism for this purpose. Said mechanism shall be formed prior to approval of the Final Map.
16. Improvements shall comply with Fire District requirements, including locations and spacing of fire hydrants, building sprinkler requirements, fire flows, and traffic and emergency circulation. The final improvement plans shall be signed off by the El Dorado Fire Protection District.
17. The required water system, including all fire hydrants, shall be installed and accepted by the City Public Works Department and the El Dorado County Fire Protection District prior to any combustible building material being placed on an individual lot.
18. Design and construct all necessary improvements to the existing City water system to construct a system extension that provides the required fire flows and operating pressures to all new lots without degrading the existing system (served by EID meter 61417 and operating with its hydraulic grade line at the water surface elevation of EID tank 4). The new 8" line shall be extended to the edge of the proposed hammerhead along Lot 5 where it can be extended in the future to loop into the property to the west, and an easement provided across Lot 5. A 2" water

service shall be run to the edge of the proposed hammerhead along Lot 8 where it can be extended in the future to serve the property to the north, and an easement provided across Lot 8 for this future private water line extension.

19. City water main line improvements shall comply with EID standards. Water service shall be provided to each lot and shall be per City standards. Final improvement plans shall show proposed water mains on street plan and profiles together with all other underground utilities.
20. Sewer and water laterals shall have a 10' minimum separation from connections at the respective mains to the point of service at the front of the lot.
21. A sewer service lateral shall be provided to each lot up to and including a 2-way cleanout installed at the street right-of-way line/property line. The property owner is responsible for future sewer lateral construction and maintenance upstream of this 2-way cleanout. All sanitary sewer facilities downstream of this cleanout shall be installed with this development to be owned and operated by the City, and shall conform to City requirements.
22. Where the finished floor elevation of a dwelling is less than 6" above the upstream manhole lid elevation provide backwater valve installation per EID standards or protect with other method as approved by the City Engineer. Installation shall be maintained by the homeowner.
23. The Final Map and the subdivision improvement plans shall designate any lots that require pumped sewer services.
24. Both the primary and secondary dwelling units (both existing) on proposed Lot 1 shall have individual on-site sewer laterals tied to the new sewer system. The existing sewer lateral(s) shall be abandoned.
25. The developer shall construct a new sewer line to serve the project that will extend in an easement to be acquired by the City from EID that will extend along the easterly boundary of the EID property, adjacent to the rear lot lines of those properties that front on Hocking Street. The new sewer line shall be 6" diameter, and shall be connected to the existing service laterals from the Hocking Street properties, and the existing 4" diameter sewer line that currently extends through the rear yards of those lots shall be abandoned in place. The Developer shall receive direct credits against his capital connection fee obligations for the lots on this tentative map (TSM 08-02), and for the parcels created under TPM 08-01.

The City and the Developer may enter into a reimbursement agreement that will extend for a period of 10 years that will reimburse the Developer from sewer CIC fees collected by the City to the extent that the costs of construction of the required sewer line exceed the amount of credit identified above that the developer receives.

In the event that the City is unable to obtain an easement from EID for this sewer line construction within a period of 1 year, then the developer may construct his originally proposed sewer line within Ferrari Court, however the cost of that sewer line will be 100% developer responsibility, and no credits or reimbursements will be forthcoming from the City.

26. Electric, telephone, and cable TV shall be underground within the subdivision boundaries. All existing overhead utility lines that cross the development shall be relocated and placed underground between Immigrant Ravine and the existing pole on the parcel to the north (APN 002-061-14). Any off-site utility installation along Immigrant Ravine shall be located underground.
27. The Owner's Statement on the Final Map shall irrevocably dedicate a 10' slope, drainage, and Public Utilities Easement along all lot frontages.
28. A Final Drainage Plan shall be prepared for review and approval by the City Engineer prior to submittal of the final improvement plans. Downstream facilities shall be improved or increased in capacity as necessary to accommodate increased flows, which result from this development. The Drainage Report, dated May 2008, for this development shows increased flows downstream resulting from this development. Drainage facilities shall be designed and included in the Final Improvement Plan submittal consistent with the Final Drainage Plan. As an alternative, detention facilities may be provided to keep post-development flows at or below pre-development levels. Changes to historical and existing drainage patterns will not be allowed without specific City approval. All areas of concentrated drainage flow shall be contained in a pipeline or improved channel to a City-approved discharge point. Downstream properties shall be protected from damage from any increase in drainage flow resulting from this Development.
29. Relocation of the existing natural drainage swale behind proposed Lots 2, 3, 4, and 5 into a proposed trapezoidal channel appears to require grading into the natural slope on the adjacent parcel to the west. Provide drainage and grading plans for this area for review and approval by the City Engineer prior to Final Improvement Plan submittal. Slope easements will be required on the adjacent parcel.

30. The proposed "remainder" parcel shall be offered for dedication to the City as a detention basin area if it is proposed to be used for detention. If additional area outside of this parcel is included in the detention basin area then necessary rights-of-way or easements shall be obtained.
31. Interceptor ditches are required at the top of all slopes and retaining walls. Water collected by this ditch shall be taken to a drainage system.
32. All drainage inlets shall be marked "Do not Dump - Flows to Creek."
33. Drainage facilities shall be designed to accommodate flows from a 10-year storm with no static head, and to accommodate 100-year flows while still leaving a minimum of 12' of unobstructed roadway travel width.
34. Overland drainage overflow routes shall be constructed as necessary to provide a controlled route around structures for storm drainage in the event a storm drain pipe or drop inlet becomes clogged. The facility shall be secured with a drainage easement.
35. Drainage from public rights-of-way across private lots must be in a permanent drainage ditch as approved by the City Engineer offered for dedication to the City in a drainage easement.
36. Surface drainage of drainage swales or concentrated lot drainage across sidewalks or curbs is not allowed.
37. Internal roadways shall be constructed to the following City standards:

Mountain Lane	Local Street	22' AC plus C, G, &SW in 40' ROW
Mountain Court	Cul-de-Sac	20' AC plus C, G, &SW in 30' ROW
Immigrant Ravine	Collector Street	36' c-c in 56' ROW

Mountain Court shall have rolled concrete curb and gutter on one side and rolled concrete curb, gutter, and sidewalk on the other. Mountain Lane shall have standard curb, gutter and sidewalk on the downhill side and standard curb on the uphill side. Immigrant Ravine shall have standard curb and gutter with sidewalk on both sides per the City's "street standards-collector streets, all zones." Street types and widths shall be as listed above. The hammerhead layout shall meet City standards with the parking bays being outside of the required hammerhead area. Curb returns at street intersections shall be 20' radius.

38. Immigrant Ravine shall be constructed to its full width from its existing terminus at Mountain Lane to the intersection with Ferrari Lane, as described below. Mountain Lane shall be constructed through the north curb return at Mountain Court. As a condition of the recordation of the Final Map, Final Improvement Plans shall be completed for Immigrant Ravine from Mountain Lane through Ferrari Lane. An emergency access roadway shall be constructed from the intersection of Mountain Lane and Immigrant Ravine, westerly through the intersection with Ferrari Lane. In addition, an emergency access roadway shall be constructed from Hawks Landing Court easterly to Morrene Drive. Both roadways shall be constructed to a standard of 12' in width, with a 2" AC over 6" AB, and controls acceptable to the City Engineer shall be placed to limit traffic to emergency vehicles only.

In addition, Immigrant Ravine from Mountain Lane through Ferrari Lane shall be fully improved according to the following phasing schedule:

- a) Prior to the issuance of a Certificate of Occupancy for the first residence within the project, Immigrant Ravine shall be improved; clearing and grubbing, earthwork, cross culverts, erosion control, 12" SD, drop inlets, and connection to existing storm drains.
- b) Prior to issuance of a Certificate of Occupancy for the third residence within the project, Immigrant Ravine shall be further improved; with the construction of adjusting manholes to grade, constructing all water and appurtenances, and construction of the required base rock for the final roadway cross section.
- c) Prior to issuance of a Certificate of Occupancy for the fifth residence within the project, the remainder of the required roadway improvements to Immigrant Ravine shall be completed. Subject to the approval of the City Engineer, these stages of construction may be altered to improve construction staging and cost effectiveness to the extent that they do not change the intent of the cost spread between the three phases.

Such improvement requirements shall be secured and implemented through a Subdivision Improvement Agreement, and bonding as well as set forth in deed restrictions. The time limit for completion of all improvements shall be two years after the date of the Subdivision Improvement Agreement.

39. The intersection of Mountain Lane and Mountain Court shall meet the City's intersection alignment standards, requiring the approach tangent section to be between 70° and 110° extending from the thru streets centerline back to the curb return of the intersecting street.
40. The existing single family home and granny unit on proposed Lot 1 shall meet City standards for driveway access to these two units, including necessary onsite parking for each unit without blocking driveway.
41. Street structural section shall be designed based upon traffic index of 5.5 for cul-de-sacs, 6.0 for local streets, and 7.0 for collector streets and shall have a minimum section of 3" AC over 6" AB.
42. Where roadway earthwork extends beyond the street rights of ways, additional slope easements shall be provided to a point 5' beyond the catch point.
43. Install street name signs at all intersections. "No Parking" signs shall be installed on the sidewalk side of all internal streets, and both sides of Immigrant Ravine. "Stop" signs shall be installed at the intersection with Immigrant Ravine. All striping shall be thermoplastic.
44. Street lighting shall be provided at all new intersections and at the ends of cul-de-sacs, and as required by the City Engineer. All street lighting shall be fully shielded to prevent excess glare and light, and shall comply with PG&E standards. Street lighting operation and maintenance costs shall be paid for by the property owners as described under #15 above.
45. All roads shall be named by filing a completed Street Name Petition for each proposed road with the City Engineer prior to filing the Final Map.
46. The Final Improvement Plans shall provide for continuous temporary access (equal to or better than existing) during construction to each property affected by the Mountain Lane construction as approved by the City Engineer.
47. Provide sub drains on all roadways subject to seasonal wet areas or as required by the Geotechnical Engineer. Outlet sub drains to approved drainage locations.
48. 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. Concrete curb, gutter, and sidewalk shall be designed to accept H-20 wheel loading allowing for fire truck usage.

49. Install handicap ramps at all street intersections where sidewalks are present and at all locations required by ADA.
50. Provide a minimum of 20' between the face of curb or back of sidewalk to the face of garage roll-up doors to allow for on-site parking without encroachment into the street or sidewalk areas. If conventional swing-out doors are used, an additional 4' will be required. Side-entry garages shall comply with minimum building setback requirements.
51. All grading shall conform to the City Grading Ordinance and to 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.
52. Show proposed building pad on each lot and proposed driveway access, including driveway grades, retaining structures, and required residential turnarounds. Complete rough grading of driveway if difference between pad and street elevations is greater than 6'.
53. Install minimum 42" height permanent fencing at the top of all bluffs or cut-and-fill slopes exceeding 10' in height, and greater than 2:1 slope.
54. All retaining walls shall be reviewed and approved by the City prior to construction, including material types, colors, and surface finishes.
55. A Preliminary Geotechnical Investigation Report has not been submitted for this development. Submit Geotechnical Investigation Report for this development for review and approval prior to submittal of Final Improvement Plans. Report should include recommendations for global stability, perched water issues and identification of any mining activity that may have occurred on the property with recommendations for mitigation, and specific clearing and grading issues related to construction of the building pads, utilities and roadways.
56. 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 Resource Conservation District. The plan shall be prepared by a Registered Civil Engineer or Certified 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) Any mass grading shall be restricted to dry weather periods between April 1 and October 31.
- 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) In the event construction activity including clearing, grading, disturbances to the ground, such as stockpiling, or excavation result in soil disturbances of at least one acre of total land area, the applicant shall obtain and provide a Notice of Intent (NOI) from the Regional Water Quality Control Board.
- d) Should a NOI be required, Storm Water Pollution Prevention Plan (SWPPP) shall be provided prior to issuing a Construction Permit. The SWPPP shall have provisions to provide at minimum monthly monitoring reports to the City during wet weather and to 1 year after completion of construction.
- e) Projects less than one acre are exempt from obtaining a NOI unless construction activity is expected to create soil disturbances that could cause significant water quality impairment.
- f) The website URL for NOI information and application is <http://www.waterboards.ca.gov/stormwtr/docs/finalconstpermit.pdf>
- g) Sedimentation basins, traps, or similar BMP controls shall be installed prior to the start of grading.
- h) Mulching, hydro seeding, 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.
- i) Excavated materials shall not be deposited or stored where the materials could be washed away by storm water runoff.

57. 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.
58. Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the Geotechnical Engineer.
59. Obtain proper permits prior to demolition or grading of any hazardous materials, underground storage tanks, mines, tunnels, shafts, septic systems, water wells, graves, or other existing underground utilities or unforeseen features. Requirement to obtain additional permits shall be clearly stated on the grading plans.
60. The proposed Grading Plan proposes approximately 4100 CY of export material. Prior to obtaining a Grading Permit, the Applicant shall have obtained approval for the export location from the City Engineer. If an Environmental Assessment, prior to issuing a Grading Permit, did not previously approve that location, a Grading Environmental Assessment shall be submitted to the Planning Department for review, comment, and approval. Haul routes utilizing City streets shall be submitted to the City Engineer for review and approval, and may require an assessment of existing street conditions and additional protection measures.
61. City restrictions related to noise and work hours shall be clearly stated on the Cover Sheet for the final improvement and/or Grading Plans.
62. Existing trees to be protected and the protection measures to be installed or observed during site grading and trenching operations shall be clearly delineated on the Final Improvement Plans.

El Dorado County Fire Protection District

63. Review fee of \$120.00.
64. One new hydrant will be required on Mountain Court, 500' from Immigrant Ravine Road.
65. Fire flow for this project is 1,000 gallons per minute at 20 pounds per square inch for two hours.

66. Documentation is required from El Dorado Irrigation District to show that the system in this area will meet fire flow.
67. Immigrant Ravine Road is required to tie Morrene Drive and Hawks Landing together, and meet at a minimum Fire Safe Standard for width, surface, grade and radius.
68. The City of Placerville Public Works standards may be more stringent and will supersede these road requirements.
69. This new access will not be gated.

Community Development Department

70. Submit the Covenants, Conditions & Restrictions to Staff for review and approval prior to recordation.
71. Submit the required Woodland Alteration Plan for review and approval by Staff and obtain the required Woodland Alteration Permit prior to any grading.

Planning Commission

None.

Steve Calfee
Community Development Director

Attachment:

1. Portion of the May 5, 2009 Planning Commission Draft Minutes