

Responses to Public Suggestions on the Draft Land Development Manual and Standards Plans (Road Cross-Sections)

PG.	HEADING	SUGGESTION	RESPONSE
GENERAL		EID does not appear to be mentioned anywhere in this document. They seem to be a significant part in the plan review process.	There are references to EID in Chapters 1 and 2 of the Land Development Manual. There will be additional references to EID in the appropriate standard plans that are currently under development.
GENERAL		Are there separate standards for residential and commercial properties?	Section 2.6 has been added to the Land Development Manual to address Multi-family and Non-Residential Development Standards
GENERAL		What happened to the old "Hillside Standards"?	There is still a small section on hillside standards in Chapter 2; however, for the most part, these standards have been incorporated into the main body of Chapter 2 and are being incorporated into the standard plans, still under development.
GENERAL		Does the Land Development Manual apply to all projects?	Chapter 2 of the Land Development Manual has been clarified to better define which standards apply to which types of projects.
GENERAL		Rockery walls underneath freeways; if they are allowed, where will these be discussed?	Highway Design Manual and Standard Plans; both are still under development
GENERAL		Instead of having "sidewalks to nowhere", can we establish an in-lieu fee or something similar?	Section 2.6 of Chapter 2 of the Land Development Manual provides a vehicle to create this type of arrangement with DSD
GENERAL		The various cartoons throughout the Land Development Manual detract from its professional appearance; remove them.	Many pictures have been deleted.
GENERAL		For residences more than a certain distance from a fire hydrant is there or should there be any requirement for a fire suppression system?	There is a standard based on the California Fire Code, as amended by the El Dorado County Fire Protection Districts, which provides for fire suppression systems in cases in which fire flows do not meet a minimum amount.

LDM - Purpose and Background

PG.	HEADING	SUGGESTION	RESPONSE
P-1	Purpose	“Any standards not addressed in one of the County’s Design Manuals are not permitted.” This statement implies that the DISM is all inclusive, but doesn’t consider availability of new products and updated technology.	This statement has been changed to the following: “Staff has made every attempt to include standards that will be useful to the development community. Should situations arise where standards are unworkable or missing, we will adopt additional standards or amend these standards if necessary.”

LDM - Chapter 1: Introduction

PG.	HEADING	SUGGESTION	RESPONSE
	GENERAL	...so much information regarding the General Plan, planning process, CEQA reviews, etc. is provided so that people will have a “one stop shop” and won’t have to look elsewhere for anything, but it is voluminous in nature without being necessarily substantive in content, especially the first chapter.	There are multiple audiences that must be served by this manual including laypeople and new County staff. Therefore, the decision was made to try to provide enough introductory material for those inexperienced in the planning process to get a sense of what is required overall before they undertake a project. Experienced professionals will likely prefer to skip the introductory chapters.
1-8	1.4.1 1. Pre-Application Meeting (Optional)	The subtitle states that the pre-app meeting is optional but the text of the paragraph later says the pre-app is mandatory for subdivisions. These two statements seem to be in conflict with each other. We suggest the pre-app process be at the option of the applicant...	The text has been changed such that the pre-application meeting is optional but strongly recommended for all discretionary projects.
1-15	1.5.4 Process	Requires two tentative maps: with and without requested design waivers. Submitting two tentative maps means the subdivision must be designed twice and creates an additional expense on the applicant. One tentative map should be submitted with the requested waivers.	The following exception has been added to requiring two maps: “An exception can be granted by the DSD Director or at a pre-application meeting if the waiver being requested would not result in a material change to the tentative map.”

LDM - Chapter 2: Land Capability Report and Subdivisions

PG.	HEADING	SUGGESTION	RESPONSE
2-4	2.3.5 Process Summary	Pre-application submittal for subdivisions should not be mandatory.	The text has been changed to: "The Tentative Map process begins with a required Preliminary Map or Pre-Application submittal for subdivisions of five or more lots. The DSD Director may waive a pre-application/Preliminary Map."
2-7	2.4 Land Capability Report for Tentative Maps	Are ALL maps required to have this?	All maps are required to have some form of LCR; however, this has been clarified as not all maps will require all components of the LCR.
2-7	2.4 Land Capability Report for Tentative Maps	Why are more items being required as part of the Land Capability Report submission?	Many of the requirements are not new; but clarifications have been added where appropriate. New items are driven in large part by the 2004 General Plan.
2-11	2.4.7 Preliminary Grading Plan	"Estimate truck traffic volume and proposed route(s)." Is this intended for on-site or off-site?	The text has been changed to clarify this requirement: "Estimate truck traffic volume and proposed route(s), both on and offsite."
2-12	2.4.8 B. Solar Access	What does the Solar Opportunities report entail? Is there an example?	This section has been clarified and simplified.
2-12	2.4.8 B. Solar Access	The County has included rigid solar design criteria in this manual. The Solar Opportunities Report required for developments with lots less than 20,000 sf is a new requirement. Lot design is significantly affected by the analysis included in this report, for example, a portion of page 2-18 reads "For purposes of solar access, streets, lots and building setbacks shall be designed so that all habitable buildings in the subdivision shall be oriented with their long access running from east to west with a possible variation of thirty degrees to the southwest and thirty degrees to the southeast." The graphic on this page	The notion of taking solar design into consideration in laying out subdivisions is both in the State's Map Act and the General Plan. The text has been clarified to both simplify the requirement and clarify the graphic.

		does not makes sense with the above text in that the text states that the long axis of buildings must only be oriented east-west, and the graphic shows the long axis of buildings oriented north-south and east-west. Please clarify your intent here.	
2-14	2.4.11 A. Traffic Volume	“Show the anticipated traffic volumes on the tentative map or a Traffic Circulation Map.” Traffic impact reports include exhibits of the anticipated volumes. Why is this information needed on a separate map exhibit?	It is helpful to see the traffic volumes on a map to determine the impacts on intersections, and to determine if the proposed improvements will be adequate to address the volumes.
2-15	2.4.11 D. Traffic Circulation	“Provide a Traffic Circulation Study with the tentative map.” Provide a description of the required information and how this differs from a traffic impact report.	The text has been changed to “traffic study” throughout this section to be clearer, instead of using different terms for the same thing.
2-15	2.4.12 Oak Canopy...	Combine this section with the other oak tree section later in this chapter.	The sections have now been combined to the extent possible.
2-22	2.5.2 B.9. Vehicular access to a County-maintained road	“For subdivisions of five or more lots, no lots shall be designed with vehicular access onto a County-maintained road. Vehicular traffic from all lots must feed onto subdivision streets.” Roadways in Ridgeview and Highland View are public, County-maintained. As written, this standard makes similar subdivisions virtually impossible to construct. Is this standard intended to limit driveway access on County-maintained roads exceeding a certain traffic volume?	This section has been updated to include the following exception: “Exceptions may be made either where the lots front on low volume roads (e.g., roads that are not projected in the next 20 year timeframe or planned to be greater than 1,000 ADT per day), or the subdivision’s lots are of such size that turn-around areas can be included, such that vehicles can turn around to exit the lot face forward, rather than in reverse.”

2-22	2.5.2 B. 9.	There is a typo and the word “no” needs to be removed.	This was not a mistake. The County does not want parcels fronting on streets that already have a high level of traffic, or that are planned to have high levels of traffic in the future. However, this section has been updated to clarify this point.
2-23	2.5.2 B. 10. Lot Depth	“The depth of lots shall not be less than 100 feet.” This requirement dictates a certain size lot and limits the ability to deliver a mix of housing choices such as duplex units, clustered units and other high density housing options. The County should be encouraging subdivision design that offers a mixture of housing and affordability opportunities.	This section has been updated to allow for exceptions under Planned Development projects.
N/A	(old) 13. Lot Shapes	Diagrams of “Appropriate” and “Inappropriate” lot shapes. “Topography and many other variables will dictate the “appropriate” configuration of a lot. If the County prefers a certain configuration over another to easily identify lot lines, perhaps the diagrams should illustrate “Preferred” and “Not Preferred” lot shapes.”	This diagram has been deleted.
2-24	2.5.2 C. Grading and Erosion Control Requirements	“If more than 1 acre of land will be disturbed, an erosion control permit from the RWQCB may be required.” Does the RWQCB use the term “erosion control permit”? A more accurate description would be to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity.	This has been updated to “Note: If more than 1 acre of land will be disturbed, a “Notice of Intent” must be filed with California’s Regional Water Quality Control Board.”

2-25	2.5.2 F. Model Homes in Subdivisions	All utilities must be installed to the model homes prior to the model homes being built. This standard should only apply to water facilities for fire protection. There are occasions where sewer may not be available and can be handled by temporary facilities.	Provisions have been added to allow for use of temporary use permits, which may allow for some utilities to not be hooked up
2-26	2.5.2 G.2. Hillside Design Standards	Slope and Minimum Lot Frontage. Clarify that this standard is intended for non-padded lots.	This clarification as been added.
N/A	2.5.2 G.2. Hillside Design Standards	Why is there a driveway grade limit of 16%?	This was a carryover from the old Design Manual. This has been deleted. A standard plan for driveways is being developed to address grades, widths, etc.
2-27	2.5.2 G.2. Hillside Design Standards	Why require an access strip to have a minimum width of 25 feet and contain cut or fill slopes created by the access drive?	This has been modified.
2-27	2.5.2 G.2.b.c. Flag Shaped Lots	No portion of a driveway shall exceed a 16% grade. Does this gradient match the fire department standards? Historically, the fire department allows a maximum 20% slope.	This requirement has been deleted in this chapter and is being addressed in a driveway standard plan currently under development. The Fire Districts will be involved in developing this plan.
2-28	2.5.2 Exhibit A: Minimum Lot Size by Slope	Clarify that this standard is intended for non-padded lots.	This has been added.
2-30	2.5.3 A.2.c. Secondary Access...	Secondary access is needed for subdivisions greater than four lots which include any cul-de-sac equal to or greater than 500 feet. This foothill county has many topographic challenges and meeting this standard is not always possible. Exceptions	This standard is based in part on the 2007 California Fire Code and the results of the County having approved dead-end road subdivisions in the past. The Fire Districts in the County are supportive of this standard.

		should be allowed with fire department approval.	
2-31	2.5.3 A.3.a. Secondary Access	Secondary access must be at least ¼ mile from the primary access street. What is the significance of this figure and how is it derived?	This standard and the figures were derived by using an example of an emergency in which a propane tank overturned. This could affect ingress/egress in a neighborhood. ¼ mile is the typical distance cordoned off in an accident of this type according to the County's "HazMat" personnel.
2-31	2.5.3 A.3.a. Secondary Access	Says the length of a road is measured from the centerline intersections. This means that ½ of the road is included in the dead-end length. It should be measured from the E.P. to the center of the cul-de-sac.	See response above.
2-33	2.5.3 A.3.d. Dead-end Road Width and Turnaround Standards	Dead end roads 501-750' in length and over 750' in length. Lengths exceeding 500 feet seems to be in conflict with the statement on page 2-27 limiting the length of cul-de-sacs to 500 feet without a secondary access. We support the lengths as stated in the table.	The text has been updated to clarify that for residential subdivisions of 5 or more lots, no streets will be allowed to be longer than 500 feet without a secondary access. Under 500 feet, one turn-around is required. For subdivisions of 4 or fewer lots, the entire table applies since the length of a dead-end road may be longer than 500 feet per the Fire Safe Regulations.
2-33	2.5.3 A.3.d. Dead-end Road Width and Turnaround Standards	The requirement that roads need to be widened out to 26 feet beyond 750 feet seems excessive.	This requirement stems from the California 2007 Fire Code and the amendments to it, adopted by all El Dorado County Fire Protection Districts and ratified by the Board of Supervisors on 2/26/08.
2-35	2.5.3 C.2.c. Sidewalks are required in...	Specific Plans and Planned Developments where there is an adopted plan.... This paragraph is fragmented and does not make complete sentences.	This section has been re-written to clarify the intent.

2-35	2.5.3 C.5.a. Sidewalk Location	In proposed subdivisions where sidewalks are required, sidewalks shall be installed on both sides of the street. What is the reasoning for this standard? Again, the County's natural terrain is challenged by topography. Requiring sidewalks on both sides of the street requires more grading and disturbance to the natural environment.	Pedestrians walk on both sides of the street. The design waiver process can be used where appropriate to preserve the topography and limit grading.
2-36	2.5.5 B. Fire Protection	The text does not discuss wells or the current requirement of 3000 gal tanks for fire suppression. Please clarify the County's intent here.	The text has been updated to include a reference to the fact that the water storage (e.g., tanks), may be required by the applicable Fire Protection District.
2-39	2.5.6 B.2. Fire Protection Plan	Do ALL residential developments need to have a Fire Protection Plan?	Yes. The Fire Protection Districts require this.
2-40	2.5.6 B.6. Water Supply for subdivisions of five or more parcels	60,000 usable gallons of storage for 5 to 25 lots, etc. Urban subdivisions with public sewer and water are required to meet certain fire flows. Is this standard intended for rural subdivisions?	This standard is intended for all subdivisions because there are some areas in the County that are served by public water in which the flows are inadequate for fire protection as determined by the Fire Protection Districts. The standard emanates from the Fire Code and the amendments adopted by the Fire Protection Districts as ratified by the Board of Supervisors in February, 2008.
2-43	2.5.9 C. Plans and Specificationsplans showing the location of the electrical and communication systems prepared by a civil engineer, registered in the State of California.... In our experience, dry utilities are designed by the service purveyors themselves and assembled into a joint trench composite plan by a utility consultant that is not a licensed civil engineer. Does this standard affect the role of the consultant?	The requirement that these plans be prepared by a registered civil engineer has been deleted.

2-45	2.5.12 B. Wetland Preservation Standards	2. No person engaging in construction activity shall....fill or substantially alter any existing wetland area. Expand this statement to allow altering of wetland areas pursuant to an approved Federal or State permit (such as a Corps 404 Permit or Fish and Game 1600 Agreement).	The text has been updated to state that “No person engaging in construction activity shall...Fill or substantially alter any existing wetland area without first obtaining an appropriate permit(s) from the U.S. Army Corps of Engineers, California Department of Fish and Game, or other state or federal agency with jurisdiction over wetlands and wildlife resources”
2-46	2.5.12 B. 3. Wetland Preservation Standards	3. Where construction activity is proposed within 50 feet of a wetland area... “Expand this statement to include reduced setbacks as approved by the County Planning Commission or Board of Supervisors.”	The General Plan allows applicants to seek a reduced riparian setback documented with a Biological Study.
2-46	2.5.12. C. Archeological and Cultural Resources	Protection of archaeological and cultural resources is required when found on-site. Expand this statement to require protection of resources as required by the State Historic Preservation Office.	This has been added.

LDM - Chapter 3: SEWAGE, WATER REQUIREMENTS AND AIR QUALITY

PG.	HEADING	SUGGESTION	RESPONSE
N/A	3.3.3 Old draft	Does the chapter need the sewage flow information - it has nothing to do with discretionary applications?	No and it has been removed.
3-2, 3-14	3.2, 3.9.2, 3.9.3	Indicate whether the requirements are for ministerial and discretionary applications.	This has been added where appropriate.
3-4, 3-7	3.3.3, 3.5	Indicate requirements that are dictated by state law.	Done.
3-11	3.9.1	Add 7,200 gallons to the 24 hour production test.	Done.
3-14	3.9.5	Add reference to water storage requirements for fire.	The text now refers the reader to the applicable Fire Protection Districts for more information.
3-11, 3-14	3.9.1, 3.9.5	Provide alternatives to requirement concerning primary acute health risks.	These can be life threatening and as such, there is no acceptable alternative.

LDM - Chapter 4: Transportation			
PG.	HEADING	SUGGESTION	RESPONSE
4-7	4.2.3 Step 2. Detailed Improvement Plans Submittal and Review	Explore the idea of strongly suggesting that when a set of plans are re-submitted an appointment be made with the plan-checker to show which red line items have been addressed. Encourage the applicant to make an appointment to pick up plans to go over plan check comments and to make an appointment to re-submit plans to show corrections made.	These modifications have been made.
4-7	4.2.3 Step 2. Detailed Improvement Plans Submittal and Review	"The plans shall be suitable for use by people who are not technically oriented." Improvement plans by nature are very technical. Who is this statement intended for? All County staff should be experienced and adequately trained.	This has been deleted.
4-7	4.2.3 Step 2. Detailed Improvement Plans Submittal and Review	Schedule a Pre-Application meeting with DOT for Improvement Plans and Final Maps (to go over processes, requirements and Conditions of Approval and timing of the bonds).	These modifications have been made.
4-7	4.2.3 Step 2. Detailed Improvement Plans Submittal and Review	DOT notes are different than DSD, so two standards of Plans?	No, DOT takes over at Step 2 of the 4 step process where improvement plans are required. The notes required for improvement plans are different than for tentative and final maps.
4-7	4.2.3 Step 2. Detailed Improvement Plans Submittal and Review	Should the conditions of approval be put on the plan sets?	This is being discussed by Staff. No decision has been reached at this time.
N/A	4.2.3, C) Model Homes	Repetitive; the same information also appears on page 2-26	Deleted as this is already addressed in Chapter 2

4-15	4.2.4.2 Inspection	48 hours advance notice for inspection services. 48 hours will cause construction delays and we suggest this be modified to 24 hours. Storm water discharge requirements are increasingly stringent to the point it may be cost-prohibitive to construct during the rainy months. If the summer months become the only reasonable construction period, a 48-hour delay for inspection could severely impact the construction schedule.	This standard has been in place for many years. DOT makes every attempt to schedule inspections as soon as possible and in most cases can make a 24 hour turn-around; however, in some instances DOT inspectors must wait on lab results, which may not be readily available.
4-16	4.2.4.3 Change Orders	This section is confusing.	It has been updated to reflect current processes. "Change Orders" has been changed to "Plan Revisions" as well.
4-22	4.3.1.3 Gates	"Gates are not permitted across any roads (non County-maintained or County-maintained)." Roads should be allowed to be privatized with subdivision entry gates as long as a funding mechanism exists for maintenance of the roads and gate and the gate is approved by the fire department.	Gates inherently restrict circulation and can slow emergency vehicles. The design waiver process can be used where applicable.
4-26	4.3.2 Driveways	"A) Driveways shall only serve one parcel. A street is required if more than one parcel will be served." Disturbance to the natural environment can be limited by shared driveways between two adjoining custom lots and reciprocal driveways are commonly used in clustered projects. This standard should not limit creativity in project design and should be reviewed on a case-by-case basis.	This section reflects the State's Fire Safe Regulations which require each parcel to have its own driveway.

LDM - Chapter 5: Grading, Erosion and Sediment Control			
PG.	HEADING	SUGGESTION	RESPONSE
	Title 15 - Grading Ordinance	Raise the threshold at which a permit is required to 500 cubic yards from 50 cubic yards.	The ordinance is not being changed as part of the process to update the design manuals.
	GENERAL	Remove references to agricultural grading permits as they are handled by the Ag Department.	The chapter has been updated, removing requirements related to agricultural grading permits.
5-2	5.1 E. Public Right-of-Way	Regarding "Public Right-of-Way" section, define "semi-permanent nature" which refers to obstructions	This section has been re-written to remove this phrase and clarify the requirement.
5-9	5.2.3 C. Building Setbacks	Add references to the figures 3a and 3b as they aren't referenced anywhere.	This has been done.
5-8	5.2.3 B. Grading Setbacks	Grading Setbacks: Have not seen a setback requirement for walls from the property boundary.	There is not one. This is because in some cases, retaining walls are on the property line.
5-13	5.2.4 B. Contour Grading	"...Front yard landscaping shall be required to be installed by the subdivider in areas where mass pad grading is combined with a buildout program." Many times the subdivider rough grades a subdivision and installs the underground, and turns over the finished lots to a merchant builder or other third party. Subdividers rarely install front yard landscape improvements. This standard should impose the responsibility to the lot owner at the time the landscaping is needed instead of the subdivider.	The design waiver process may be used where applicable.
5-14	5.2.5 B. Retaining Wall Categories	Both bullets #2 and #3 state that walls that do not support a significant surcharge...clarify "significant".	The word "significant" has been deleted.

5-16	5.2.5 C.4. Earthquake (Seismic) Loads	Update the references to the 2007 California Building Code from the Universal Building Code (UBC)	This will be updated in the next iteration of the manual.
5-20	5.2.5 C.6. Engineered Drawings, Table ii. Block (Masonry) retaining walls	Update 2 nd inspection to allow for “high lift grouting” acceptable per requirements of ACI 530.	This will be updated in the next iteration of the manual.
5-23	5.3 Grading Permit Applications and Procedures	List the exemptions in Title 15, section 15.14.140 in this chapter as well to allow for one stop shopping.	There is a reference to Title 15 for the list of exemptions. It was decided not to duplicate the list in this chapter.
5-24	5.3 Grading Permit Applications and Procedures	Most single family rural residential projects have driveways that encroach into the public right of way. It is not clear how the encroachment of these driveways, will be permitted. Please clarify which department will issue the permit and what criteria is used to make that decision?	Encroachment permits are described in Chapter 4. Both DOT and DSD are responsible for issuing encroachment permits; their responsibilities vary depending on the type of subdivision. DOT is responsible for issuing encroachment permits in
5-25	5.3.2 A. 7. Property Boundaries	Should the property boundaries be clearly marked with bearings and distances?	No change. We don't want to require that a survey be done to verify property lines in situations in which it is obvious that the proposed grading will not be near a property line.
5-25	5.3.2. A. Preliminary Landscape plan...	The description of a Landscape plan is vague.	This has been clarified.

Standard Plans			
	PLAN NUMBER	SUGGESTION	RESPONSE
	All Applicable Plans	Add a note to address slope steepness in the right-of-way; make them no steeper than 2 to 1...make them meet grading requirements.	This has been added
	All Applicable Plans	Add the dimension from the hinge point for fill / cut slopes	Done.
	All Applicable Plans	Sidewalks are shown but no details provided for them.	A note has been added to see other standard plans (currently under development) for sidewalk details.
	All Applicable Plans	Delete the last column from the tables that describe sidewalks for those plans that don't require sidewalks.	Done.
	All Applicable Plans	Give dimensions for ditches.	A reference has been added to a roadside ditch standard plan.
	All Applicable Plans	Under the current proposed sections a Class I Subdivision cul-de-sac street serving 24 parcels at a length not exceeding 50' would require a 60' ROW with a 40' wide street section. This seems excessive.	The road widths for RS-20 through RS-25 have been modified to reduce them subject to traffic safety requirements. See the new versions for the new widths.
	All Applicable Plans	I would suggest that streets serving 350 ADT and less should be a 50' ROW with a 30' wide street. The current standard is a 50' right of way with a 28' wide street.	The road widths for RS-20 through RS-25 have been modified to reduce them subject to traffic safety requirements. See the new versions for the new widths.
	All Applicable Plans	Under the current proposal streets serving greater than 350 and less than 1200 ADT would require a 40' wide street section and a 60' ROW. This seems excessive.	The road widths for RS-20 through RS-25 have been modified to reduce them subject to traffic safety requirements. See the new versions for the new widths.

All Applicable Plans	I would suggest streets serving greater than 350 ADT and less than 1800 ADT should be a 50' ROW with a 36' wide street sections. This is consistent with the current standards. The current standard allows ADT up to 2000 ADT for this section.	The road widths for RS-20 through RS-25 have been modified to reduce them subject to traffic safety requirements. See the new versions for the new widths.
All Applicable Plans	Additionally, I proposed the hinge point on the proposed section be at the right of way and slope easements be provided.	Comment noted. The set-back on the hinge points is to protect the right of and road from erosion and other construction negatively impacting on the slopes such as undermining the toe.
All Applicable Plans	I believe the county is better served by receiving the tax benefit from property not necessary for road improvements. In addition to the right of ways the front 10' of subdivision lots are reserved for Public Utility Easements.	Comment noted.
All Applicable Plans	Where are "Community Regions" defined?	Community Regions are defined in the 2004 General Plan; for more information as to whether or not your project is in a Community Region, see the County's website
All Applicable Plans	Will 8' shoulders promote parking on the side of the road? Should this be reduced?	Shoulder widths have been changed for other reasons to 8' or less. On street parking is primarily related to land use types and a lack of off street parking. If off street parking is adequate, drivers rarely take the risk of parking on the street.
All Applicable Plans	Benching requirements or a reference to the grading chapter should be stated.	Change made.
All Applicable Plans	What is the required slope between the back of walk and the hinge point?	2 percent or as noted in the notes section of the standard plan.

	All Applicable Plans	Should the 8' raised median show a curb at the centerline? Should the section show 8' flow line to flow line?	The drawing shows that the median is to be 8' wide from centerline of the road. This gives a 16' total width which is necessary to provide adequate width for turn lane pockets.
	All Applicable Plans	Between the two sets of standards, (1) RS-01 thru RS-08 or (2) RS-20 thru RS-91 which governs?	RS-01 through RS-08 are based on the General Plan road descriptions. These roads are identified on the General Plan Circulation Map. RS-20 through RS-30 are for local roads and collectors that are not shown on that map. They are further subdivided based on expected traffic volumes and location within the County. RS-91 is a gate standard that only applies in to roads that have a gate proposed.
	All Applicable Plans	There doesn't seem to be any difference between the local roads for different geographic areas.	It is envisioned that there will eventually be differences in road standards between different parts of the County, some of which are more urban and some of which are more rural.
	All Applicable Plans	Notes indicate that flow line grade in curb and gutter shall be 1% (I assume this means minimum). As you know, we can do ¼ % in the valley. Allowing a flatter slope significantly reduces grading and associated drainage improvements required on some projects. We don't see the benefit of this requirement and see it as an unnecessary cost to whoever is funding the roadway construction.	The 1% is a minimum. It is necessary to have a minimum that will carry the expected drainage flows in the street without over topping the curbs or other drainage facilities. Additionally such flat grades lead to construction problems (e.g., "bird baths"). Valley gutters are a different situation because they are relatively short, need to be flatter to allow cars to cross them, and can be constructed to much tighter tolerances.
	All Applicable Plans	Notes indicate that Type B AC must be used. Even in El Dorado County, I think Type A is more typical. Why is the County dictating Type B?	All the notes have been changed to read "AC (HMA) shall be type A."

All Applicable Plans	Notes include the statement “Fabric reinforcement is required on all yielding subgrades unless an alternative design is approved by the County.” What is “yielding”? Recommend parroting the Caltrans Pavement Advisory proposed for adoption.	The term “yielding” is used for lack of a better descriptor. The note is intended to bring out that pavement fabric can provide benefits for the road structural section and that the designing engineers should consider using it in their designs while at the same time not tying their hands regarding their design.
All Applicable Plans	Has the County established TI’s for the various road widths?	The County has TI specified by traffic volumes and number of lanes as this is what the calculations for TI are based on, not the width of the road.
All Applicable Plans	Include as a note: “Edge and Median Drains will be required for any roads where the native or subbase material has a permeability lower than the base aggregate.”	Note not included. Several comments have been received regarding the standard plans and manuals are too specific and do not allow the design engineers the freedom to design a project their way. This note falls into that category.
RS-01, RS-03	14 feet seems excessive for a travel lane. What was the intent in making the lane this wide?	The additional two feet is need as “shy” distance from the raise curb for the median.
RS-01	Under the Notes section: Should there be any requirements for turn lanes similar to the 4-lane divided (sic – should be undivided) road standard?	The four-lane (and the six-lane) divided roads include enough width in the median to provide for the turn lanes.
RS-01	Regarding Note 8., are there any roads in Rural Regions or Rural Centers that will get 6 lane roads? Modify the note accordingly.	There are Rural Regions and Rural Centers designated in the General Plan which may eventually have 6 lane roads in them.
RS-02	Is this standard plan really necessary?	Yes, it provides guidance to both developers and County Staff.
RS-03	Under the Notes section: Should the end of note # 8 read: “Shoulders will be paved to the width shown (8).” Not (9)?	Noted. Correction made.

RS-03	RS-03 is titled Six-Lane Divided Road Bridge Sections. I think it is actually a Four-Lane Divided Road Section.	Noted. Correction made.
RS-03	Regarding Note 8., are there any roads in Rural Regions or Rural Centers that will get 4 lane roads? Modify the note accordingly.	There are Rural Regions and Rural Centers designated in the General Plan which may eventually have 4 lane roads in them.
RS-05	Under the Notes section: note number one seems to allow for a section crown in the middle of the left turn lane? Is this the intent?	It is up to the engineer to determine were the crown line is to be located in these instances.
RS-20	RS-20 implies that roadways with access on both sides must be a minimum 36' wide. This is a change to the current standard as we understand it. We currently use 28' wide roadways to service driveways on both sides. This is a significant additional cost to developers in terms of construction \$ and loss of yield/density.	The road widths for RS-20 through RS-25 have been modified to reduce them subject to traffic safety requirements. See the new versions for the new widths.
RS-20	What about rolled curb and gutter?	Already addressed in the * note which states that "special conditions may require other types" of curb and gutter.
RS-20, RS-21, RS-22, RS-23, RS-24, RS-25	Limiting residential frontage to "one side" of a road is not practical.	This has been deleted.
RS-20, RS-21, RS-22, RS-23, RS-24, RS-25	What is the basis for the "minimum of 4" AC on 7" AB" in Note 6?	T.I. calculations – see RS-30.
RS-20, RS-21, RS-22, RS-23, RS-24, RS-25	Notes 12. through 15. – these are too restrictive. Where do they come from?	The County's Highway Design Manual, which is still under development. They will be reviewed as part of the development of this manual.

	RS-23	Should a standard ditch detail be called out?	Noted. A call out has been added and a new roadside ditch standard plan will be prepared in the future.
	RS-30	Is no ditch required on a fill slope?	Correct.
	RS-30	Under the Notes section: Note #1: Should RS-25 be included?	It is not necessary. The Tahoe Basin has a unique set of rules and RS-30 will not apply there.
	RS-91: Gated Street Standard	Note 1: Gated Streets shall be permitted..., subject to review and approval of the County. This note should be expanded to include the approval of the local fire department.	The Fire Protection Officers have reviewed and helped prepare this standard plan.
	RS-91: Gated Street Standard	Note 2: Minimum 100 feet of storage for vehicle stacking. The minimum stacking distance should be determined by a traffic engineer in a traffic impact study.	The minimum stacking distance is to prevent cars that are unable to immediately proceed through the gate from backing up into the public road and creating a traffic safety hazard. If an applicant were to submit a traffic engineering report, with the appropriate queuing analysis, that shows a smaller distance would be acceptable the County would consider it.
	RS-91: Gated Street Standard	Note 3: Dimension D to be 1' per dwelling unit. If a Planned Development has 2,000 DU's, the required stacking length per this standard would be almost 4 tenths of a mile and is not realistic. The stacking distance should be determined by a traffic engineer in a traffic impact study.	The minimum stacking distance is to prevent cars that are unable to immediately proceed through the gate from backing up into the public road and creating a traffic safety hazard. If an applicant were to submit a traffic engineering report, with the appropriate queuing analysis, that shows a smaller distance would be acceptable the County would consider it. The calculation using 2000 dwelling units is not reasonable as there is not way to get 2,000 vehicles per hour through a gate give cycle times, etc. A development of this size would need numerous access roads and if gated, numerous gated entrances.

	RS-91: Gated Street Standard	There is a statement in the Land Development Manual that says no gates are allowed. Why include a standard for a gated street?	In case a Design Waiver is approved allowing a gated street.
	General	What are the requirements for Commercial Driveway Widths? Minimum Standard Width?	This standard is under development and will be released for public review and comment later this year.