

**EL DORADO COUNTY DEVELOPMENT SERVICES
STAFF REPORT**



Agenda of: March 9, 2006
Item No.: 8.a.
Staff: Aaron Mount

DESIGN REVIEW REVISION

FILE NUMBER: DR01-0014R/Cameron Park East Shopping Center

APPLICANT: Sycamore Cameron Park, LLC.

AGENT: Mark Engstrom (Sycamore Cameron Park, LLC.)

REQUEST: Design review revision replacing two previously approved fast food restaurants with a single 10,360 square foot commercial retail building.

LOCATION: On the north side of Coach Lane, approximately 1,500 feet of the intersection with Cameron Park Drive, in the Cameron Park area. (Exhibit A)

APN: 109-201-09, -10, -11, -12, -14, -15, and -16

ACREAGE: 9.978 acres

GENERAL PLAN: Commercial (C) (Exhibit B)

ZONING: Planned Commercial-Community Design Review (CP-DC) (Exhibit C)

ENVIRONMENTAL DOCUMENT: Negative Declaration

SUMMARY RECOMMENDATION: Conditional Approval

BACKGROUND: DR01-0014 was approved by the Planning Commission on June 13, 2002 for the development of six commercial buildings totaling 86,465 square feet on five parcels as follows: (1) 53,165 square foot retail grocery/food market on a 4.33-acre parcel; (2) 5,600 square foot square foot commercial-retail building on a 0.60-acre parcel; (3) 2,800 square foot commercial building with drive-thru window on a 0.68-acre parcel; (4) 2,100 square foot commercial building with drive-thru window on a 0.70-acre parcel; and (5) a 6,000 square foot commercial/restaurant building, and a

16,800 square foot commercial retail building on a 3.47-acre parcel. A minor revision was approved administratively on September 18, 2003, to allow the 16,800 square foot commercial building to be developed as a separate 5,760 square foot restaurant and a 10,500 square foot commercial-retail building.

STAFF ANALYSIS

Project Description: A design review revision proposing to replace two previously approved commercial buildings with drive thru windows with a single 10,400 square foot commercial-retail building.

Site Description: The project site contains four existing buildings and parking facilities with the major tenant being Food4Less. A portion of the site is undeveloped, consisting of a graded level area with scattered grasses and weeds. The site has no significant topography or native vegetation. All existing trees are to remain.

Adjacent Land Uses:

	Zoning	General Plan	Land Use/Improvements
Site	CP-DC	C	Commercial Buildings
North	R1	HDR	Highway 50 / Single Family Residences
South	CP	C	Commercial Buildings
East	CP	C	Commercial Buildings
West	RE-5	LDR	Church / Single Family Residences

Discussion: The subject property is adjacent to commercial uses to the east and to the south across Coach Lane. The nearest residentially zoned parcels are to the south in the Cameron Estates subdivision and to the north on the north side of U.S. Highway 50.

General Plan: The General Plan designates the subject site as Commercial. This designation permits a wide range of commercial uses. The following General Plan policies also apply to this project:

Policy 2.2.1.5: *The General Plan shall provide for the following building intensities in each land use designation as shown in Table 2-3:*

TABLE 2-3 BUILDING INTENSITIES		
Land Use Designation	Floor Area Ratio*	Maximum Impervious Surface in %
Commercial	.25	85
* Ratio of allowable floor area (square footage) to site area (square footage). The FAR can be calculated over an entire integrated development rather than on a project-by-project basis under the following circumstances: 1) the aggregate average FAR within applicable land use designations does not exceed the General Plan maximum; or 2) satisfactory evidence is provided that demonstrates on a site-specific basis that measures will be imposed to keep traffic at levels associated with the applicable FAR threshold.		

Discussion: The floor area ratio for the revised project is 21 percent and the impervious surface is 85 percent. The total building square footage of the revised project is 91,397 square feet.

Policy 2.4.1.4: *Strip commercial development shall be precluded in favor of clustered contiguous facilities. Existing strip commercial areas shall be developed with common and continuous landscaping along the street frontage, shall utilize common driveways, and accommodate parcel-to-parcel internal automobile and non-automobile circulation where possible.*

Discussion: The existing development is a clustered commercial development where the commercial buildings are situated on individual parcels. The project has been designed to allow internal circulation within the parking lot to each parcel and commercial structure. The development includes the use of shared or common driveways to serve the entire development.

Policy 2.5.2.1: *Neighborhood commercial centers shall be oriented to serve the needs of the surrounding area, grouped as a clustered, contiguous center where possible, and should incorporate but not be limited to the following design concepts as further defined in the Zoning Ordinance:*

- A. *Maximum first floor building size should be sized to be suitable for the site;*
- B. *Residential use on second story;*
- C. *No outdoor sales or automotive repair facilities;*
- D. *Reduced setback with landscaping and walkways;*
- E. *Interior parking, or the use of parking structure;*
- F. *Bicycle access with safe and convenient bicycle storage area;*
- G. *On-street parking to reduce the amount of on-site parking;*
- H. *Community bulletin boards/computer kiosks;*
- I. *Outdoor artwork, statues, etc., in prominent places; and*
- J. *Pedestrian circulation to adjacent commercial centers.*

Discussion: Review of the site plan indicates that the existing neighborhood commercial center incorporated a majority of the recommended design features in the above General Plan Policy. The existing buildings are the maximum size appropriate for the site and for the intended use. The proposed revision will further serve the needs of the surrounding area. No residential component is included, and no automotive repair or outdoor sales are proposed on the site. The required setbacks have not been reduced, and the preliminary landscape plan meets the required minimum landscape requirements within the Zoning Ordinance. All parking for the proposed use will be accommodated on site. Pedestrian and bicycle access has been improved through the addition of pedestrian walkways on the site. A condition of approval has been included requiring bicycle storage areas.

Policy 2.5.2.2: *New commercial development should be located near by existing commercial facilities to strengthen existing shopping locations and avoid strip commercial.*

Discussion: The existing neighborhood commercial center is located within the area that is considered the southern commercial core of Cameron Park. The revision further clusters the existing development. A motel and commercial buildings are located to the east, and Safeway and commercial buildings are located to the south across Coach Lane.

Policy 2.5.2.3: *New community shopping centers should also contain the applicable design features of Policy 2.5.2.1.*

Discussion: The inclusion of these design requirements is addressed in this report.

Conclusion: As discussed above, staff finds that the project, as proposed/conditioned, conforms to the General Plan.

Zoning: The subject site is zoned Planned Commercial (CP) with the Community Design Review(DC) overlay which permits the proposed uses subject to design review approval (Sections 17.32.140 through 17.32.160 of County Code). Specifically, the CP Zone District allows eating and drinking establishments, as approved, and the proposed revision's commercial retail use. The setbacks for the Planned Commercial Zone District are: 10 feet from the front property line, and 5 feet or 0 feet for buildings with fire-rated wall with no openings, from the side and rear property lines.

Design Review & Design Guidelines: The subject property is within a defined Design Review district. As such, Section 17.74.040 (C) of County Code requires compliance with the design guidelines contained in either the *Sierra Design Guide*, *Community Design Guide*, or *Historic Design Guide*.

In this case, the *Community Design Guide* is the appropriate set of guidelines and contains the following guidelines, which are applicable to the proposed project:

Site Planning (*Community Design Guide, Page 6*):

Suitability – A project should be designed to fit the existing site, rather than alter the site to accommodate a stock plan. The site contains existing buildings and a parking lot. The revision is replacing two commercial buildings with drive thru windows with a single 10,360 commercial retail building. The parking lot area and internal circulation is proposed to be redesigned to accommodate the proposal.

Open Space – Natural features and views should be maintained and protected through use of adequate open space. Open space will consist of landscape buffers and landscape islands within the parking lot areas and will also include pedestrian access paths. No significant existing natural features exist on the site that should be preserved.

Parking Areas – Screen parking areas from public ways and divide them up with landscaping, walls, fences, berms and other means. The parking areas are buffered by the minimum 5-foot-wide required landscape strip as well as fencing along the property lines with adjoining properties. A mitigation measure has been included requiring additional landscape buffering along the U.S. Highway 50 frontage.

Lighting – Exterior lighting shall be subdued and avoid creating glare for occupants or neighboring properties. Lighting should enhance the building design and landscaping as well as provide for safety and security. All on-site parking and security lighting must conform to the provisions of Section 17.14.170 of County Code.

Trash and Other Service Areas – Locate trash enclosures and loading docks away from public streets and store entrances and screen them. Screen should be durable and an integral part of the overall structural design. All the existing and proposed trash enclosures on the site plan are shown with solid walls or fencing with landscaping surrounding the enclosure. The loading dock for the one major tenant building is located at the rear of the building and is not be visible from any public right-of-way.

Building Design (*Community Design Guide, Page 7*):

Harmony – Different structures and parts of structures should harmonize with each other and the neighborhood. The proposed new building will be utilizing materials and colors that are comparable to neighboring commercial buildings.

Materials – Use materials honestly. Simulated wood or masonry, for example, generally is not acceptable. The materials board submitted shows that the building will consist of textured CMU blocks, aluminum and galvanized metal window frames and door frames, glass block frontage, as well as stucco walls and finish.

MATERIAL		COLOR
CMU Block – pilasters and bottom of tower	>	Tan color w/pebbly texture
CMU Block – contrasting strips	>	Dark grey / black w/pebbly texture
Stucco	>	Light tan (Lanyard) Medium tan (Wheat Bread) Burgundy (Spiced Berry)
Steel Canopy	>	Purple (Shaker Village)
Posts, accent grill	>	Purple (Shaker village)
Cornices at towers	>	Metallic (Cool Metallic Champagne)
Storefront windows	>	Clear anodized
Glass block		

Source: Proposed Materials Cameron Park East, Cameron Park

Finishes, Textures and Colors – Exterior treatment should be subdued and restrained. Treatment should aim at durability and ease of maintenance as well as initial beauty. Large building masses should be broken with architectural details, varied roof-lines, and different windows and window treatments. The proposed color scheme is comparable to the neighboring commercial buildings. See discussion above for information on materials and colors.

Mechanical Equipment & Utilities – Design service equipment, including meter boxes as part of the structure, and provide screening for them. A condition of approval has been included requiring the applicant to screen mechanical equipment and to integrate meter boxes into the structures.

Conclusion: The proposed revised building is consistent with the Community Design Guide. The project design and colors were approved at the November 14, 2005, meeting of the Cameron Park design Review Committee.

Access: Access onto the site is via a total of six driveway encroachments, four of which encroach onto Coach Lane. The remaining two driveways encroach onto Rodeo Road. All pedestrian access has been constructed.

Traffic: The applicants provided a Revised Traffic Impact Analysis report prepared by KD Anderson Traffic Engineers on September 6, 2005, for the proposed project. This report addresses the project related impacts to County roads from the project. The 10,360 square foot commercial retail building, as proposed in this revision, will generate about 7 trips in the a.m. peak hour, 256 less trips than the approved two fast food restaurants. In the p.m. peak hour the proposed commercial retail building will generate 143 fewer trips. When considering pass by trips, trips made by vehicles already in the road system, the approved two fast food restaurants will generate about 175 percent more daily trips than the proposed revision. The two approved fast food restaurants will continue to generate significantly more a.m. peak hour trips and about 200 percent more p.m. peak hour trips.

TABLE 2: Project Trip Generation

Land Use Type	Square Footage	Trip Rate			Trips		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Fast Food Restaurant (approved)	4,900 sq. ft.	496.12	53.11	34.64	2,456	263	171
Pass-By/Diverted Trip Reduction – Fast Food ³					(1,203)	(129)	(84)
NET FAST FOOD TRIPS					1,253	134	87
Specialty Retail (proposed)	10,360 sq. ft.	44.32	0.68 ²	2.71	461	7	28
NET DIFFERENCE TRIPS					792	127	59

Source: *Traffic Impact Analysis for Cameron Park East Shopping Center Project.* KD Anderson, September 6, 2005

Notes: ² Assumed ¼ of p.m. peak hour trip rate.

³ Pass by rate 49 percent, Trip Generation Handbook, October, 1998, ITE

Revising the approved design review by replacing two fast food restaurants, totaling 4,900 square feet, with a 10,360 square commercial retail building is expected to reduce the traffic into the project site by about 792 daily trips. About 127 trips will be reduced during the a.m. peak hour, while the p.m. peak hour will be reduced by about 59 trips.

Parking: Section 17.18.060 of the Zoning Ordinance lists the parking requirements by use. The most restrictive parking standard which could be utilized for this development would be the Neighborhood Shopping Center standard which requires 1 on-site parking space for each 200 square feet of gross building floor area. In this case, there is 91,397 square feet of proposed gross floor area associated with the project. Using the above standard, the project would require 457 on-site parking spaces. This number of spaces would require a minimum of 18 handicap accessible parking spaces. The submitted site plan shows a total of 495 parking spaces with 18 of the spaces identified as handicap accessible. This exceeds the most restrictive standard that applies to the proposed project.

Landscaping: Review of the preliminary landscape plan submitted with the original approved application indicates it meets the requirements contained in Section 17.18.090 of the Zoning Ordinance except for one instance. Staff has determined additional landscaping is required along the U.S. Highway 50 frontage. A mitigation measure has been developed and incorporated into the design of the project. The applicant shall submit a final landscape plan at the time of building permit submittal, which will be reviewed by Planning staff at that time. Additionally, staff will make an on-site inspection to verify compliance with the final landscape plan.

ENVIRONMENTAL REVIEW

Staff has prepared an Initial Study (Environmental Checklist with Discussion attached) to determine if the project may have a significant effect on the environment. DR01-0014 was approved with a Mitigated Negative Declaration and due to the increase of the revisions square footage a new Mitigated Negative Declaration was prepared. Based on the Initial Study, conditions have been added to the project to avoid or mitigate to a point of insignificance the potentially significant effects of the project. Staff has determined that there is no substantial evidence that the proposed project as conditioned will have a significant effect on the environment, and a Negative Declaration has been prepared.

This project is found to be de minimis (having no effect on fish and game resources). Pursuant to Resolution No. 240-93, a \$35.⁰⁰ processing fee is required by the County Recorder to file the Notice of Determination and Certificate of Fee Exemption with the State in accordance with State Legislation (California Fish and Game Code Section 711.4).

RECOMMENDATION

Staff recommends the Planning Commission take the following actions:

1. Adopt the Negative Declaration based on the Initial Study prepared by staff; and
2. Approve Design Review DR01-0014R based on the findings in Attachment 2, subject to the conditions in Attachment 1.

SUPPORT INFORMATION

Attachments to Staff Report:

Attachment 1	Conditions of Approval
Attachment 2	Findings
Exhibit A	Vicinity Map
Exhibit B	General Plan Land Use Map
Exhibit C	Zoning Map
Exhibit D	Assessor Parcel Map
Exhibit E	DR01-0014 Approved Site Plan
Exhibit F	DR01-0014R Proposed Site Plan
Exhibit G	Building Elevations and Conceptual Floor Plan
Exhibit H	Environmental Checklist and Discussion of Impacts

**ATTACHMENT 1
CONDITIONS OF APPROVAL**

FILE NUMBER DR01-0014R

MITIGATION MEASURES

The following mitigation measures are required as a means to reduce potential significant environmental effects to a level of insignificance:

1. The applicant shall provide a minimum 5-foot-wide landscaping strip along the Highway 50 frontage containing shrub or tree species, which will grow vertically in order to provide visual screening of the site from Highway 50. The applicant shall provide a minimum of one 5-gallon or equivalent shrub and one 15-gallon or equivalent tree alternating every 5 feet along the Highway 50 frontage. The size and species of the shrubs and trees shall be approved by the Planning Director prior to occupancy of any of the proposed structures.
2. The proposed project shall comply with any applicable requirements of the El Dorado County Air Pollution Control District Rule 502: General Conformity Rule, which requires compliance with the State and National Ambient Air Quality Standards.
3. The project shall adhere to the provisions of District Rule 223, and the applicant shall submit a Fugitive Dust Prevention and Control Plan to the APCD prior to any grading activities on the site.
4. The project shall adhere to the provisions contained in El Dorado County Ordinance No. 4548. No grading or excavation activities may take place on site until an Asbestos Hazard Dust Mitigation Plan has been submitted to and approved by the El Dorado County Air Pollution Control District.
5. Asphalt surfacing of site access and parking areas shall conform with El Dorado Air Pollution Control Rule 224: Cutback and Emulsified Paving Materials, which prohibits the atmospheric discharge of volatile organic compounds caused by the use, manufacture, mixing, storage, and/or application of cutback or emulsified asphalt.
6. Pursuant to El Dorado County Air Pollution Control District Rule 501.3(A): Authority to Construct, the applicant shall receive authorization for construction (Authority to Construct) from the Air Pollution Control District prior to commencement of grading and construction activities on the site.
7. Pursuant to El Dorado County Air Pollution Control District Rule 501.3(B): Permit to Operate, the project proponent shall obtain a written permit from the Air Pollution Control Officer prior to the issuance of a building permit.
8. In no case shall daily emissions of ROG, NO_x, and PM₁₀ exceed 82 lbs/day during any

construction and grading activities on the site.

9. The applicant shall comply with the State of California Title 24 Regulations for Energy Efficient Design to reduce secondary impact emissions.
10. The applicant shall construct a left-turn lane for eastbound traffic on Country Club Drive at the intersection with Cameron Park Drive. The improvements shall be constructed to the specifications of the El Dorado County Department of Transportation and shall be completed prior to issuance of a Certificate of Occupancy on any of the buildings. The design of improvements, including signal modification, shoulder widening, and right-of-way acquisition shall be reviewed and approved by the Department of Transportation.
11. The access driveway located across and offset from Strolling Hills Road shall be constructed to allow right-in access only. The driveway shall be signed as right-in access only and that left-turn movements are prohibited. The El Dorado County Department of Transportation may require the installation of a raised median to prevent left-turns in and out of this driveway.

CONDITIONS

12. The project, as approved, shall substantially conform to Exhibits ~~E~~, F and G ~~and H~~, and shall allow the development of six (6) proposed commercial buildings on seven (7) five (5) parcels as follows: (1) 53,165 square foot retail grocery/food market on a 4.33-acre parcel; (2) 5,600 square foot square foot commercial-retail building on a 0.60-acre parcel; (3) 10,3600 square foot commercial-retail building on two parcels totaling 1.57 acres ~~2,800 square foot commercial building with drive thru window on a 0.68-acre parcel~~; (4) 2,100 square foot commercial building with drive thru window on a 0.70-acre parcel; and ~~(45)~~ a 6,000 square foot commercial/restaurant building on a .906 acre parcel; (5) 5,664 square foot commercial/restaurant building on a 1.02 acre parcel; (6) a 10,500 square foot commercial-retail building on a 1.543 acre parcel ~~and a 16,800 square foot commercial retail building on a 3.47-acre parcel~~. Minor modifications to the site plan and building design may be approved by the Planning Director. Major modifications to the site plan or building design will require an amendment to the Design Review application.
13. All proposed buildings shall be subject to the issuance of a building permit from the El Dorado County Building Department.
14. The applicant shall comply with all requirements of the Cameron Park Fire District, including, but not limited to fire flow requirements, building accessibility, sprinkler requirements, and building materials. The Cameron Park Fire District shall review and approve all building permits.

15. The applicant / developer shall provide a minimum of ~~457~~ 435 on-site parking spaces. No more than 35 percent of the total parking may be identified as “compact” spaces, and a minimum of ~~18~~ 7 spaces must be designated as “handicap” only parking. All on-site parking shall meet the parking lot design standards contained in Section 17.18.030 of County Code.
16. The applicant shall include provisions for bicycle parking on the site by providing a minimum of 10 bicycle spaces/racks adjacent to the major tenant. In addition, a minimum of two enclosed bicycle storage lockers shall be provided for employees and/or patrons. An additional minimum of 5 bicycle spaces/racks shall be provided adjacent to the 10,360 square foot commercial retail building.

~~6. The following materials and colors shall be used for all proposed buildings:~~

MATERIAL	COLOR
CMU Block — Upper area and contrast stripes	> Tan color w/pebbly texture
CMU Block — Lower area	> Dark grey / black w/pebbly texture
Stucco	> Light tan (Lanyard)
Steel canopy (Top)	> Light green
Posts / cart covers / glazed block squares	> Deep onyx
Entry posts (trim and glazed block pyramids)	> Purple (Shaker village)
Signage and car cover support rods	> Light yellow
Storefront / windows and sign grid	> Polished aluminum
Metal canopy underside	> Unfinished galvanized steel

17. CMU blocks shall remain in their natural state and texture whenever possible. Minor variations in materials and colors may be approved by the Deputy Director of Planning Director. Major variations will require an amendment to the approved design review and approval by the Planning Commission.

~~7. The following architectural standards shall be incorporated (if not already) into the building plans prior to the issuance of a building permit:~~

- ~~a. Building facades shall be altered to provide variation in design. Facades greater than 100 feet in length must incorporate recesses and projections of at least 12 inches or more in depth/width, or columns along a minimum of 20% of the length of the facade.~~
- ~~b. Variations in roof lines shall be incorporated to reduce the massive scale through the use of at least two of the following: Parapets concealing flat roofs and roof top~~

~~equipment, overhanging eaves, cornices, canopies, sloped roofs, and use of three or more sloped roofs in the plan.~~

- ~~e. Customer entrances shall be clearly defined and highly visible with features such as canopies or porticos, arcades, arches, wing walls, and integral planters.~~
- ~~d. Predominant exterior materials for the proposed supermarket and all other buildings shall be of high quality. These include brick, wood, sandstone, native stone, and tinted or textured concrete masonry units or blocks. Tilt up concrete panels or pre-fabricated steel panels are prohibited as the predominant exterior building materials.~~
18. All building and parking lot lighting shall be designed so as to direct light downwards (top and side shielded) pursuant to Section 17.14.170 of County Code. Lights shall be placed so that no glare or light spills over onto an adjoining property or established road right-of-way. Light standards shall not exceed 30 feet in height.
19. The following Parking and Landscaping Standards shall be incorporated into the site plan and landscape plan and be approved by the Planning Director prior to issuance of a building permit:
- a. One tree having at least a minimum size of 15 gallons shall be planted for each 6 interior parking spaces exclusive of trees planted around the perimeter of the parking areas. The tree species utilized shall be of a species type that provides the greatest amount of canopy and shade as possible for the species (a minimum area of 50% of the parking lot shall be shaded within 15 years of securing the building permit). The final landscape plan shall be modified to reflect this requirement.
 - b. Planters shall utilize live landscape materials, which will ultimately achieve 100% coverage of the planter area. Cobbles, gravel, bark, or other mulches are not acceptable substitutes for living plant materials. Landscape treatments and shrub plantings shall be located and planted so as to not impair the visibility of pedestrians or motorists.
 - c. The project applicant shall provide a minimum of two pedestrian walkways in the parking lot area to allow unimpeded circulation through the parking lot as required in General Plan Policies 3.9.1.6 and 3.11.2.3 prior to issuance of a building permit. In addition, a minimum of 2 painted cross-walks, or paver-stone walkways, shall be provided from the parking lot to the front entrance areas of proposed supermarket and major retail pads. The plans submitted with the building permit application shall be revised to include the provision for the above pedestrian walkways.
 - d. A Water Conserving Landscape Plan shall be submitted along with the final landscape plan prior to issuance of building permit as per the standards established under Resolution 69-93.

- e. All storage, loading, and utility areas as wells as meters, transformers, backflow prevention devices and other equipment shall be screened from view from all public rights-of-way. Acceptable screening shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets. Acceptable screening may include plant materials, landscape berms, or walls which complement the site's architecture at heights which in no way obstruct the vision of pedestrians or motorists. Chain link fencing with or without slats is not an acceptable screening method.
20. The applicant shall submit a site improvement /grading plan prepared by a professional civil engineer to the department for review and approval. The plan shall be in conformance with the County of El Dorado "Design and Improvements Standards Manual," the "Grading, Erosion, and Sediment Control Ordinance," the "Drainage Manual," the "Off-Street Parking and Loading Ordinance," and the State of California Handicapped Accessibility Standards.
21. The applicant shall be subject to a grading permit fee commensurate with the scope of the proposed project prior to the commencement of any work.
22. The project shall be subject to the **Interim 2004 General Plan Traffic Impact Mitigation Fee Program** ~~County Traffic Impact Mitigation~~ (TIM) fee. Pursuant to Resolution ~~292-2005 32-98~~, said fees shall be due upon issuance of a building permit. If prior to the application for a building permit for said project revised fees are established, such revised amounts shall be paid.
- ~~23. Prior to issuance of any grading or building permits for this project, the bid-ready plans and specifications for the Country Club Drive at Cameron Park Drive improvement shall be approved by the Board of Supervisors.~~
- ~~13. The project shall be subject to the State System Infrastructure Traffic Impact Mitigation (TIM) fee. Pursuant to Resolution 31-98, said fees shall be due upon issuance of a building permit. If prior to the application for a building permit for said project revised fees are established, such revised amounts shall be paid.~~
24. At the time of grading permit application, the applicant shall provide a soils / geotechnical report to the Department of Transportation addressing at a minimum, grading practices, compaction, slope stability of existing and proposed cut and fills, erosion potential and pavement section based on TI and R values.
25. At the time of grading permit application, the applicant shall provide a final drainage report addressing stormwater run-off increases, impacts to downstream facilities and properties in compliance with the *County of El Dorado Drainage Manual*. The report shall also address the design and application of surface water quality facilities (BMP's, such as oil/grease separators, etc.), in accordance with the recommendations of the Storm Water Quality Task Force's *California Storm Water Best Management Practices Handbook* (1993). The

drainage report shall also address potential storm water detention on-site to maintain storm drainage flows to pre-project levels. The County has been advised that Caltrans will not accept any additional storm water flows into Caltrans facilities. The applicant shall provide a copy of the final drainage report to Caltrans. The applicant shall also submit an operations and maintenance plan

- ~~26. A boundary line merge shall be recorded for parcels APN 109-201-11 and APN 109-201-12 before issuance of building permits on these parcels.~~
- ~~16. The applicant shall be subject to improving all access encroachments to County Standard Plan 103G.~~
- ~~17. The applicant shall install curb, gutter, and 5 foot wide sidewalks along the project's frontage on Coach Lane and Rodeo Road. The Coach Lane frontage improvements and alignment shall match the existing Coach Lane improvements. Improvement plans shall be reviewed and approved by the Department of Transportation.~~
- ~~18. The applicant shall complete and submit an erosion control plan for approval to the El Dorado County Resource Conservation District.~~

**ATTACHMENT 2
FINDINGS**

FILE NUMBER DR01-0014R

Based on the review and analysis of this project by staff and affected agencies, and supported by discussion in the staff report and evidence in the record, the following findings can be made:

FINDINGS FOR APPROVAL

1. The proposed project, as conditioned, will not have a significant effect on the environment and a Mitigated Negative Declaration has been filed. Further, the project will not affect wetlands, watercourses, riparian lands, unique plant or animal life and habitats, or other terrestrial matters under the jurisdiction of the State Department of Fish and Game. Therefore, the project has a de minimis impact on the environment and a Certificate of Fee Exemption (DFG 753.5-5/91 is applicable.
2. The proposed use and design conforms to the General Plan and Zoning Ordinance.
3. The proposed use and design will not be detrimental to the public health, safety, and welfare, nor injurious to the neighborhood.