

**EL DORADO COUNTY DEVELOPMENT SERVICES
PLANNING COMMISSION
STAFF REPORT**



Agenda of: June 12, 2008
Item No.: 7.
Staff: Mel Pabalinas

TENTATIVE SUBDIVISION MAP/DESIGN REVIEW

FILE NUMBER: TM06-1430/DR08-0001/ Blackstone Villas

OWNER/APPLICANT: Blackstone LLC c/o Lennar Communities

AGENT: CTA Engineering & Surveying

REQUEST: The project consists of the following:

- 1) A small-lot tentative subdivision map of 12.1-acres creating a Class 1 residential subdivision within the Valley View Specific Plan Area. The subdivision would consist of a total of 131 lots that would include 112 residential lots (ranging from 1,056 to 1,914 square feet in size) to be occupied by multifamily attached dwelling units, seven private, parking lots, three Open Space lots, five landscape buffer lots, two private driveway lots, one on-site park, and one private street lot; and
- 2) A design review of the proposed 112-unit attached multifamily residential development in accordance with the Valley View Specific Plan Design Clearance standards,

LOCATION: Northeast corner of Latrobe Road and Royal Oaks Drive; in the El Dorado Hills area, Supervisorial District I (Exhibit A).

APN: 118-140-01

ACREAGE: 12.1 gross acres

GENERAL PLAN: Adopted Plan (AP)-Valley View Specific Plan (Exhibit B)

ZONING: Valley View Specific Plan- Mixed Use (MU) (Exhibits C and D)

ENVIRONMENTAL DOCUMENT: Exempt pursuant to Section 15182 of the CEQA Guidelines

SUMMARY RECOMMENDATION: Conditional Approval

BACKGROUND

The Valley View Specific Plan (VVSP) was approved on December 8, 1998 by the El Dorado County Board of Supervisors. The VVSP is encompassed within 2,037 acres located approximately one and a half miles south of State Highway 50 along the eastern side of Latrobe Road. As shown on Exhibit C, the Plan Area is designated into three (3) villages (White Rock Village, West Valley, and East Ridge) and anticipates a range of uses ranging from residential to open space. A total of 2,840 residential units are anticipated at complete buildout.

In January 2004, the West Valley Village portion was approved under Tentative Map application TM99-1359 in accordance with the VVSP development standards. The development of this village has been designated as Blackstone. The approved map included a large-lot map for financing/phasing purposes consisting of 11 subunits and a small-lot map further subdividing some of the subunits into a total of 1,143 residential lots, 16 open space parcels, three park sites, five lots reserved for future residential subdivisions under separate applications, and one lot for a future elementary school. To date, approximately 969 residential lots have been recorded. Blackstone Villas is proposed on Lot 1, one of the reserved lots.

ANALYSIS

Staff has reviewed the project for compliance with the County's regulations and requirements. An analysis of the proposal and issues for Planning Commission consideration are provided in the following sections.

Project Description

The Tentative Subdivision map would create a total of 131 lots, including 112 residential and 19 lettered ancillary lots. The residential lots would be developed with attached "air space" units that include designated area for live/work office use. Primary access to the site would be from Royal Oaks Drive and a secondary access would be off Latrobe Road. Subject to the Design Review-Specific Plan Design Clearance review, the proposed units have been designed with primary entrances and building façades fronting along Latrobe Road to the south or the Open Space to north, while the garage in the rear faces the main private street. The site would receive public water, sewer, and drainage utility services. Amenities would include on-site paseo, parking, landscaping, and access to adjacent open space areas and trailways. Table 1 details the proposed lots within the subdivision and their uses.

Table 1. Blackstone Villas Proposed Lots and its Uses

Lot	Type/Use	Lot Size (min to max square feet)	Note
1 through 112	Attached Residential	1,056 to 1,914	Actual residential floor area ranges from 1,133 to 2,132 square feet
A through C	Open Space	15,643 to 83,100	No direct access to open space lots to the east
R	Main Private Streets A	88,918	Street A would be the main street through the subdivision accessed at Royal Oaks Drive ending and connecting to Latrobe Road on the northern end of the project.
E, F, J, K, L, Q, S	Parking Lots	5,280 to 5,895	70 of 321 total parking space (covered and uncovered) would be located within these lots
H	Paseo	7,517	
D, M, N, O, P	Landscape Buffer Lots	396 to 1,023	
G, I	Private Driveway Lots	3,396	Serves the 6-plex units proposed for Lots 30-53

1) Small-Tentative Subdivision Map

The 112 residential for-sale lots, which range from 1,056 to 1,914 gross square feet, are proposed to be developed with attached multifamily dwelling units Plans 1450, 1720 and Plan 2132. The actual foot print dimension of each floor plan consists of 16 feet by 50 feet (Plan 1133), 20 feet by 50 feet (Plans 1450 and 1720), and 24 feet by 50 feet (Plan 2132). As shown in Exhibits E and F, the residential units are arranged in groups of 20 building complexes (Building A-T) ranging from three-plex to eight-plex units depicting the specific combinations of floor plans. Table 2 details the development standards for the residential project.

The site is designated as Mixed Use (MU) in the VVSP which allows for a high density residential product (single-family attached or multifamily development) along with professional office uses as defined in the VVSP. The VVSP acknowledges that mixed use development may be designed vertically or on separate structures on the same site. The type of professional office use anticipated can occur under two different categories per the VVSP: Service and Professional Offices or Home Occupations. Though not defined in the VVSP, Professional Office use can be characterized as uses involving general administrative or business related function, while a Home Occupation could include professional services or sales that do not involve excessive vehicular traffic or delivery of goods. Nevertheless, this use is accessory and subordinate to the primary use of the site (residential) and is limited in floor area (with respect to the net size of the project site) at 20 percent maximum.

As proposed, more than half of the residential units contain live/work area within a specific floor plan. Although all units could conceivably have a home office use as a Home Occupation per the zone district, only Plans 1450, 1720, and 2132 have been designed with a defined live/work floor space (see Table 2). Specifically, a total of 75 units (38 of Plan 1450 and 1720, and 37 of Plan 2132) of the entire project site have a defined live/work area that amounts to 15,856 square feet. Using the

net area of the project site of 9.54 acres, the amount of commercial (live/work) floor area use on site is calculated at approximately 4 percent, below the limit for the zone district. Prior to any operation of the business, a Business License from the County would be required.

Table 2. Blackstone Villas Development Standards

Plan No. ^A	Lot Area (gross square feet), Dimension ^B	Height ^C	Setbacks ^C (Min)	Parking ^D	Building Coverage (Max)	Density (du/ac) ^F	Floor-Area Ratio (Live/Work portion of site) ^H
1133	1,056 gsf 16 feet x 66 feet	3-story (36 feet)	Sides at Building Ends: 5 feet Rear at Garage: 6 feet Front at Building Entries: 10 feet Between Units: 3 inches from wall to PL, 6 inches total	2-car, tandem	20% (Entire Project Site)	8.74	4%
1450	1,320 or 1,650 gsf Minimum 20 feet x 66 feet			2-car, typical			
1720 ^E	1,320 or 1,650 gsf Minimum 20 feet x 66 feet						
2132 ^E	1,914 gsf 29 feet x 66 feet						

Notes:

- A. Plan reflects typical floor area in square feet. Actual size may vary.
- B. Actual lot size and dimensions vary depending the lot location within particular complex (i.e. 3-plex, 5-plex) configuration
- C. Applies to each building complex.
- D. Total of 321 parking spaces: 224 residential (covered); 28 guest, and 69 Live/Work uncovered stalls (standard size)
- E. Live/Work area: Plan 1,720 is 12 feet x 14 feet and Plan 2132 is 16 feet x 16 feet
- F. Maximum gross density (per chart on Page 26 of the VVSP) for Mixed Use District is 10 du/ac.
- G. Maximum height is 40 feet. With architectural projection, maximum height is 42 feet.
- H. Maximum Floor-Area-Ratio for Mixed Use (MU) Zone District is 20%

Circulation

As shown in Table 3 and Exhibit E, Private Street A, which would connect to Royal Oaks Drive on the southern end of the site, would serve as the primary access to the site and a secondary right-in/right-out access off Latrobe Road on the north end of the site. Street A would have landscape median with alternating parallel parking stalls. Each residential unit would have a 6-foot driveway apron connecting from the garage to the main internal street. These internal roads and other encroachment sections shall be constructed in accordance with Design and Improvement provisions of the El Dorado County Design and Improvement Standards Manual (DISM).

Table 3. Blackstone Villas Circulation Details

Private Street/ Section	Width	Drive Aisle Width	Notes
Street A, Section A-A, C-C	54 feet	(2) 20-foot aisle	Includes a 14-foot wide landscape median with 23 parallel parking stalls; gutter pans along median
Extension of Street A	36 feet	(2) 18-foot aisle	Off-site Right-in/Right-out access along Latrobe Road; 46-foot wide easement

Amenities

The residential subdivision would be served by various amenities on and adjacent to the site. Specifically, the site would be adequately served by on-site parking totaling 321 covered and uncovered stalls (see details in Table 2). Of this amount, 28 stalls (1 stall/4 units ratio per the VVSP) are designated as guest parking while 69 stalls are ancillary and limited only to the 75 units anticipated to have live/work use. The 69 stalls exceed the 63 stall requirement based on the general office parking ratio of 1 stall/250 square feet of gross floor area (per Section 17.18.060 of the El Dorado County Zoning Code) using the total 15,856 square feet of live/work space. However, in the event that additional residential units operate a similar use, parking for the customers of the business endeavor would be located within the covered parking for that specific unit. Enforcement of parking rules shall be conducted by the Master CC&Rs for the VVSP. Furthermore, as conditioned by the El Dorado Hills Fire Department, areas that are not designated for parking shall be painted red and posted with a sign prohibiting parking.

The project includes and would be adjacent to several lots designated as open space (see Table 1 and Exhibits E). Lot C would border the residential units to the north and east, and would be located immediately to the south of a 41-acre passive open space lot to the north and east. Given the slope constraints, there is no direct access to these open space areas; however, an alternative access would be via the existing sidewalk along Royal Oaks Drive that would connect to the future trail within the passive open space lot. Lots A and B, which function as landscape lots, border the site to the open space to the south. Lot H is identified to be a “mini-parklet” or paseo. Lots D, M-P are landscape buffer lots adjacent the building complexes and parking lots. A 4-foot concrete pathway provides connectivity within the complex, and to the trails and open space areas. Additionally, future residents of the subdivision would have access to the 12,000 square foot recreational clubhouse, which includes a swimming pool, gym facility, and tot lot. This facility is currently under construction and located at the main entrance to the Blackstone development at Clubview Drive and Latrobe Road. A Class I bicycle trail is also proposed along the frontage that would continue northerly along Latrobe Road.

The subdivision would be bordered by tubular fencing along its perimeter. Decorative light post would be installed within parking lot areas and along the landscape median. A monument sign would be proposed to be installed at the main entrance.

Utilities

The subdivision would be served with public sewer, potable water, and recycled water by the El Dorado Irrigation District (EID). As shown in Exhibit H, the subdivision includes a system of utility lines that would connect to existing potable and recycled water service stubs along Royal Oaks Drive. Sanitary sewer connection would need to be extended from the Unit 2 subdivision (near the main entrance) approximately 1,260 feet south to the project. The off-site improvements would require approximately 27,000 cubic yard of cut. A Facility Plan Report (FPR) detailing the necessary facility improvements that would be required subject to review and approval by EID. Storm drainage would be conveyed on-site via pipes, V-ditch, and inlets that ultimately drains to existing pipe underneath Latrobe Road.

Improvements

To accommodate the proposed development, the site would be graded in preparation for the residential building pads, location and arrangement of the utility lines, and establishing necessary grades for internal streets, bike trails, and sidewalks (Exhibit G). Site design would utilize varying height of retaining walls along the outer edges of the residential units. In order stabilize the slopes to the east and north, the project would include off-site grading on the open space designated lots. Additional off-site grading would be required for the preparation of the site access to the site on north end of the project site.

2) *Specific Plan Design Clearance*

In accordance with Chapter 10 (Implementation Process) of the VVSP, the proposed multifamily residential project is subject to a Specific Plan Design Clearance review by the County. Though this process is ministerial in nature, this review was conducted and considered as part of the overall analysis of the project which includes a review of the Site Plan, Preliminary Grading and Landscaping Plan, Lighting and Signs, Fencing Plan and Architectural Design (Exhibits F-L).

The Site Plan depicts a residential subdivision layout conforming to the site's rectangular shape. As discussed above, the façade of the residences are oriented towards Latrobe Road and the Open Space lots with the garage in the rear facing the private internal street. The site would be graded creating flat residential pads surrounded by slope easements. The development would have on-site parking, landscaping utilizing VVSP specified plants, and a monument sign located at the entrance.

The proposed architectural design of the residential development depicts early California and Monterey themes utilizing exterior materials and colors of earth tone base (see Table 4). The façade of the units utilize a combination of hip and gable roof types made from barrel tiles, and wall construction materials made of stucco. Architectural elements include arched windows with wood plank shutters and decorative wrought iron, and porch areas. This selected design theme is similarly used in the single-family development in the Blackstone subdivision. The site layout includes parking areas designed with adequate landscaping and setback that buffers the residential units.

Table 4 Exterior Finish Matrix: Color Schemes for Blackstone Villas-Townhomes

Scheme #	Dark Body	Medium Body	Light Body/Window Trim	Rails/Decorative Metal	Front Door and Shutter	Roofing "S" Tile
1	SW6663 Saffron Thread	SW6660 Honey Blush	SW6672 Morning Sun	SW6069 French Roast	SW6096 Jute Brown	1ESCS6169 N Casa Grande Blend

Note: All paint selection made from Sherwin Williams Paint Company. All roofing selections made from MonierLifeLite

The project has been designed with proposed residential pads which do not strictly conform to the VVSP standard requiring multifamily development on 15 percent or greater slopes to incorporating "stepping" design. Based on the additional discussion below ("Issue") on this topic, this inconsistency does not affect the fundamental planned land uses or densities. The project is found to be consistent with the applicable objectives and policies of the Specific Plan.

Project Setting

The vacant site is occupied with annual grass without trees. The site naturally drains from the east downslope towards the west down to Latrobe Road, with the majority of the slope ranging from 0 to 20 percent gradient. A strip of wetland traverses the middle of the site, flowing through a culvert under Latrobe Road. This wetland would be impacted and filled along with the other identified similar features in the VVSP area, as permitted under the Nationwide Permit 26 issued by the U.S. Army Corp of Engineer. An area on the southern end of the site was previously disturbed and used for the temporary storage of various construction equipment and machinery associated with the current development in Blackstone.

Tables 5 and 6 detail the specific land use information of the site and the surrounding properties.

Table 5. Current Site Land Use Information

	Project Site
General Plan Designation	Adopted Plan (Valley View Specific Plan)
Zoning	Mixed Use (MU)
Use(s)	Undeveloped
Size (in gross acres)	12.81
Rare Plant Mitigation Area	Mitigation Area 2
School District	Buckeye Union
Fire District	El Dorado Hills Fire Protection District
Water/Sewer District	El Dorado Irrigation District
County Region	Community Region (El Dorado Hills)
Traffic Analysis Zone(s)	346

	Project Site
Supervisory District	District No.2
Flood Zone	C
FIRM Panel Numbers	060040 0925B
Legal Parcels	Yes (Lot 1 of West Valley Large Lot Tentative Map)
Census Tract	307.04

Table 6. Surrounding Properties Land Use Information

	Zoning	General Plan	Land Use/Improvements
North	Open Space (OS)-Valley View Specific Plan (VVSP)	Adopted Plan (VVSP)	Open Space (Designated)
South	Open Space (OS)- Valley View Specific Plan (VVSP)	Adopted Plan (VVSP)	Open Space (Designated)
East	Research and Development (R&D)	Research and Development (R&D)	Research and Development
West	Research and Development (R&D)	Research and Development (R&D)	Undeveloped

Consistency

The following discussion details the project’s conformance with applicable governing policies and standards.

El Dorado County General Plan

Land Use Element General Plan Policy 2.2.5.2 requires all discretionary projects to be reviewed for consistency with applicable General Plan Policies. Specifically, the project has been reviewed for consistency with the following applicable General Plan Policies, followed by a corresponding justification statement.

- *Land Use Element Policy 2.2.1.2 (General Plan Land Use Designations)*

The El Dorado County General Plan designates the subject site as Adopted Plan (AP), a description in reference to areas where Specific Plans have been designated and adopted within and by the County. The specific plans and the respective land use maps are accepted and incorporated by reference and are hereby adopted as the General Plan Land Use map for such areas. Since the VVSP has been incorporated by reference under General Plan Land Use Element Policy 2.2.1.2 (General Plan Land Use Designation). As discussed above, the proposed project meets this policy.

- *Transportation Element Policies TC-Xa (Measure Y Policies), TC-Xd (Level of Service), TC-Xg (Required Improvements), TC-Xh (Traffic Impact Fees), TC-4e*

(Right-of-Ways for Bicycle/Pedestrian Trail)

Based on the traffic study conducted for the project, current level of service of the analyzed intersections in the area would not be worsened from its current level of service designation, subject to continued compliance with VVSP EIR Mitigation Measure T16 as development in the area progresses. The project would be conditioned to pay the required Traffic Impact Mitigation (TIM) Fees, at the time of building permit submittal. A Class I bicycle lane is proposed along its frontage on Latrobe Road that continues and connects to proposed trail system within the VVSP area.

- *Public Services and Utilities Element Policies 5.1.2.1 (Adequacy of Public Service and Utilities), 5.2.1.9 (Evidence of Water Supply), 5.2.1.11 (Connection to Public Water Facilities), and 5.3.1.7 (Connection to Public Wastewater Treatment Facilities)*

The project site is within the Community Region of El Dorado Hills, where El Dorado Irrigation District (EID) is the primary purveyor of public water, sewer and recycled water. The project would be required to construct new and/or upgrade on- and off-site facilities necessary to adequately receive these services. Prior to Final Map approval, a submittal of an EID meter award letter as proof of service would be required.

- *Public Health, Safety, and Noise Element Policies 6.5.1.1 (Noise Effects on Noise-Sensitive Land Uses), 6.5.1.8 (Transportation Noise Effects on Noise-Sensitive Land Use)*

The project anticipates noise impacts primarily from vehicular noise along Latrobe Road. Based on the acoustical study conducted for the project, these noise effects would be mitigated and minimized to a less than significant level subject to application and use of standard construction materials including STC 26 rated windows.

- *Parks and Recreation Element Policies 9.1.1.3 (Community Parks and Recreation Facility), 9.1.1.4 (Regional Parks and Recreation Facilities), 9.1.2.9 (Trail Connectivity), and 9.2.2.1 (Quimby Act)*

As contemplated in the VVSP, a 55-acre community park in the White Rock Village, an 11-acre Oak Tree Park in the West Valley Village and a total 617 acres of passive open space. A recreational 12,000 square foot clubhouse would be available for all residents within the Blackstone development. A trail proposed along the project frontage would be constructed providing connectivity within the Blackstone village.

Valley View Specific Plan (VVSP)

The proposed residential development conforms to the design objectives established in the VVSP. Specifically, the development would provide a variety of square footage and price range, access to future trails, open space, and recreational facility, and is located in the vicinity of employment and commercial centers.

The project also conforms to the specific policies associated with the West Valley Village of the VVSP. In particular, the project would incorporate the design concepts of the VVSP and provide for mixed-use type of development.

Zoning (Mixed Use District- Valley View Specific Plan)

As discussed above, the subdivision conforms to the required standards and design concept under the Mixed Use Zone (MU) District. Tables 1 and 2 above further detail the applicable project standards.

El Dorado County Subdivision Ordinance

The project is subject to the applicable provisions of the El Dorado County Subdivision Ordinance, including Section 16.12.010 (State Law Compliance) and 16.12.020 (General Plan and Specific Plan Compliance), subject to the specific findings under Section 16.12.030.

The proposed Small-Lot Tentative Subdivision Map would create a Class I subdivision consisting of 112 residential lots, seven (7) parking lots, three (3) open space lots, five (5) access lots, two (2) private driveway lots, one (1) on-site park, and one (1) private street lot. The residential lots meet the applicable development standards in accordance with the MU district. Development of the subdivision would be conducted in accordance with the applicable provisions of the VVSP, recommended Conditions of Approval and Mitigation Monitoring Reporting Program (MMRP) from the VVSP EIR, and other applicable standards by El Dorado County and affected agencies.

As further discussed in Attachment 2, staff concludes that the required findings under Chapter 16.12.030 of the El Dorado County Subdivision Ordinance can be made to support the proposed subdivision.

Other Issues

The following details the specific information and issues relevant to the project.

Minor Amendments

Chapter 10 (Interpretation and Minor Amendments) of the VVSP authorizes the Planning Director to consider and approve amendment and interpretation for minor matters in order to avoid unnecessary complexity in project processing. Amendments are considered minor if it does not involve fundamental consideration of planned land uses or densities and are consistent with the objectives and policies of the VVSP.

Multifamily development is subject to specific design standards as described under Chapter 9 (Community Design) of the VVSP. In particular, multifamily housing shall not be located on slopes steeper than 15 percent without “stepping” the building.

The proposed residential project would be multifamily in nature. Based on the submitted slope map, the project site contains slopes ranging from 11 to 20 percent gradient. As designed, the residential project does not represent a “stepping” design but rather a linear, flat pad design. As justification for the proposed layout, the applicant states that incorporating a “stepped” design would be cost prohibitive due to extensive grading, would pose constraints meeting ADA accessibility standards, and could affect the design and layout of the bicycle trail along project frontage on Latrobe Road.

In review against the criteria, staff has determined that, despite inconsistency with “stepped design”, the proposed development substantially meets the objectives and policies of the VVSP and General Plan, and does not involve changes to planned land uses or anticipated densities. Therefore, staff believes this minor amendment can be supported.

Supporting Studies

Acoustical Analysis

An Acoustical Analysis was conducted by Bollard Acoustical Consultants (BAC) evaluating the potential noise that would affect the future residential subdivision in accordance with El Dorado County General Plan Policies (Public Health, Safety and Noise Element) 6.5.1.1, 6.5.1.8 and 6.5.1.7 (Attachment 3). Specifically, General Plan Policy 6.5.1.8 establishes 45 and 60 dB as being acceptable interior and exterior noise levels, respectively, for new residential uses affected by traffic noise sources. Where it is not possible to reduce noise in outdoor activity area to 60 dB or less, an exterior noise level of up to 65 dB may be allowed implementation of noise reduction measures.

The study focused primarily potential transportation sources of noise given that the project site is surrounded by undeveloped lands and that none of the residences contain designated outdoor activity areas. The study utilized the Federal Highway Administration Highway Traffic Noise Prediction Model along with the Calveno vehicle noise emission curves in ascertaining noise levels. The traffic study (discussed below) for the project was used as the basis for the acoustical study

As shown in Table 7, the acoustical study states that the future traffic noise level at the nearest facades would be predicted at approximately 67 dB, which would be anticipated for the first floor facades of the residences along Latrobe Road. Traffic noise levels are expected to be 2 dB higher at second floor facades (69 dB) due to ground absorption of sound at elevated locations. Using a future worst case scenario level of 69 dB, a building façade noise reduction of 24 dB would be required to achieve an interior noise level of 45 dB.

**Table 7. Predicted Future (Cumulative) Traffic Noise Levels
 for Blackstone Villas**

Roadway	Location	Distance	L _{dn} , dB	Distance to L _{dn} , Contours	
Latrobe Road	Nearest Facades	120	67	60 dB	65 dB
				530 feet	245 feet

As recommended by BAC, standard construction material would be acceptable measures in reducing noise levels. Specifically, utilizing materials such as wood siding, STC-26 windows and door weatherstripping, exterior wall insulation, and composition plywood roof, would result in a reduction of at least 25 dB with windows closed, and approximately 15 dB with windows open. In order to achieve the maximum reduction in noise level, air conditioning system should be provided to allow occupants to close doors and windows as desired for additional acoustical isolation.

Mitigation Measure N-1 of the EIR for the VVSP states that single- and multi-family housing shall incorporate noise abatement measures as necessary to achieve an interior noise level of 45 dBA L_{dn} or less. Further, the measure states multi-family housing, which is subject to the requirement of Title 24, Part 2, of the State Building Code, shall be reviewed and an Acoustical Report submitted to the County prior to issuance of building permit. This mitigation measure remains applicable and the recommendation by BAC shall be further verified during the building permit process.

Traffic Analysis

Prepared by Korve Engineering, a traffic analysis for the project analyzed 12 intersections within the vicinity of the site (Attachment 4). These intersections include El Dorado Hills Boulevard/US 50 Westbound, White Rock Road/Windfield Way, and various intersections along Latrobe Road. The study analyzed the Level of Service (LOS) at these intersections with and without the project proposal, under different scenarios (Existing, Existing plus Project, and Existing plus Project Mitigated). As determined, four of the 12 intersections (Latrobe Road/White Rock Road, Latrobe Road/Foothill Parkway (South), Latrobe Road/Valley View Parkway and White Rock Road/Windfield Way) have been determined to operate at LOS F during either PM peak hours or both AM and PM peak hours under Existing plus Project Conditions. As such, except for the White Rock Road/Windfield Way intersection, the study recommended payment of Road Impact Fee (RIF), as a mean of mitigation for the impact on the remaining intersections. The Department of Transportation has recommended a condition requiring payment for the anticipated project impacts.

Agency Comments

The project has been distributed and comments have been received from various agencies including the Resource Conservation District (RCD), Department of Transportation (DOT), Air Quality Management District (AQMD), Area Planning Advisory Committee (APAC), El Dorado Hills Community Services District (EDH CSD), El Dorado Hills Fire Department, and County of Surveyor Office. As applicable to the project, these comments have been incorporated as recommended conditions.

Conditions of Approval

Attachment 1 contains the applicable recommended conditions for the project. The list includes the new project conditions and the selected original conditions approved under the West Valley Village Tentative Map TM99-1359. Specifically, a condition has been included requiring a submittal of supporting documentation certifying conformance to the mitigation measures of the EIR for the VVSP.

ENVIRONMENTAL REVIEW

The is a residential project and is a part of an adopted Valley View Specific Plan (VVSP), subject to the certified Environmental Impact Report (EIR) and mitigation measures in the Mitigation Monitoring and Reporting Program. Therefore, the project is exempt from the requirements of CEQA pursuant to Section 15182. No further environmental analysis is necessary.

NOTE: Pursuant to Resolution No. 240-93, a \$50.⁰⁰ processing fee is required by the County Recorder to file the Notice of Determination.

RECOMMENDATION

That the Planning Commission considers the following actions:

1. Certify that the project is Statutorily Exempt from CEQA pursuant to Section 15182;
2. Approve Tentative Subdivision Map TM06-1430 based on the required Findings in Attachment 2 and Conditions of Approval in Attachment 1; and
3. Approve Design Review DR08-0001 based on the required Findings in Attachment 2 Conditions of Approval in Attachment 1.

SUPPORTING INFORMATION

Attachment 1 Conditions of Approval
Attachment 2 Findings
Attachment 3.....Acoustical Analysis
Attachment 4.....Traffic Study

Exhibit A Vicinity Map
Exhibit B General Plan Land Use Map
Exhibit C Valley View Specific Plan Map
Exhibit D Zoning Map
Exhibit E..... Tentative Subdivision Map
Exhibit F Site Plan
Exhibit G Preliminary Grading Plan
Exhibit H.....Preliminary Utility Plan
Exhibit I Landscape Plan
Exhibit J Streetlight and Signage Plan
Exhibit K Fencing Plan
Exhibit L Architectural Elevation Plans

ATTACHMENT 1 CONDITIONS OF APPROVAL

**FILE NOS. TM06-1430 AND DR08-001
Planning Commission/June 12, 2008**

1. The Tentative Subdivision Map and Design Review are based upon and limited to compliance with the project description, the Planning Commission hearing exhibits marked Exhibits A through L and conditions of approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval. The project description is as follows:
 - **A Small-Lot Tentative Subdivision Map of 12.1-acres creating a Class 1 residential subdivision within the Valley View Specific Plan Area. The subdivision consists of a total of 131 lots that includes 112 residential lots (ranging from 1,056 to 1,914 square feet in size) to be occupied by attached dwelling units, seven (7) parking lots, three (3) open space lots, five (5) landscape buffer lots, two (2) private driveway lots, one (1) on-site park, and one (1) private street lot. The table below describes the project:**

Blackstone Villas Proposed Lots and its Uses

Lot	Type/Use	Lot Size (min to max square feet)	Note
1 through 112	Attached Residential	1,056 to 1,914	Actual residential floor area ranges from 1,133 to 2,132 square feet
A through C	Open Space	12,354 to 82,307	No direct access to open space lots to the east
R	Main Private Streets A	88,918	Street A would be the main street through the subdivision accessed at Royal Oaks Drive ending and connecting to Latrobe Road on the northern end of the project.
E, F, J, K, L, Q, S	Parking Lots	5,280 to 5,895	70 of 321 total parking space (covered and uncovered) would be located within these lots
H	Paseo	7,517	
D, M, N, O, P	Landscape Buffer Lots	396 to 1,023	
G, I	Private Driveway Lots	3,396	Serves the 6-plex units proposed for Lots 30-53

- **Design Review of the proposed 112-unit attached multifamily residential development in accordance with Valley View Specific Plan Design Clearance standards.**

Blackstone Villas Development Standards

Plan No. ^A	Lot Area (gross square feet), Dimension ^B	Height ^C	Setbacks ^C (Min)	Parking ^D	Building Coverage (Max)	Density (du/ac) ^F	Floor-Area Ratio (Live/Work portion of site) ^H
1133	1,056 gsf 16 feet x 66 feet	3-story (36 feet)	Sides at Building Ends: 5 feet Rear at Garage: 6 feet Front at Building Entries: 10 feet Between Units: 3 inches from wall to PL, 6 inches total	2-car, tandem	20% (Entire Project Site)	8.74	4%
1450	1,320 or 1,650 gsf Minimum 20 feet x 66 feet			2-car, typical			
1720 ^E	1,320 or 1,650 gsf Minimum 20 feet x 66 feet						
2132 ^E	1,914 gsf 29 feet x 66 feet						

Notes:

- Plan reflects typical floor area in square feet. Actual size may vary.
- Actual lot size and dimensions vary depending the lot location within particular complex (ie. 3-plex, 5-plex) configuration
- Applies to each building complex.
- Total of 321 parking spaces: 224 residential (covered); 28 guest, and 69 Live/Work uncovered stalls (standard size)
- Live/Work area: Plan 1,720 is 12 feet x 14 feet and Plan 2132 is 16 feet x 16 feet
- Maximum gross density (per chart on Page 26 of the VVSP) for Mixed Use District is 10 du/ac.
- Maximum height is 40 feet. With architectural projection, maximum height is 42 feet.
- Maximum Floor-Area Ratio for Mixed Use (MU) Zone District is 20%

Blackstone Villas Circulation Details

Private Street/ Section	Width	Drive Aisle Width	Notes
Street A, Section A-A, C-C	54 feet	(2) 20-foot aisle	Includes a 14-foot wide landscape median with 23 parallel parking stalls; gutter pans along median
Extension of Street A	36 feet	(2) 18-foot aisle	Off-site Right-in/Right-out access along Latrobe Road; 46-foot wide easement

Exterior Finish Matrix: Color Schemes for Blackstone Villas-Townhomes

Scheme #	Dark Body	Medium Body	Light Body/Window Trim	Rails/Decorative Metal	Front Door and Shutter	Roofing "S" Tile
1	SW6663 Saffron Thread	SW6660 Honey Blush	SW6672 Morning Sun	SW6069 French Roast	SW6096 Jute Brown	IESCS61 69N Casa Grande Blend

Note: All paint selection made from Sherwin Williams Paint Company. All roofing selections made from MonierLifeLite

The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the County.

PLANNING SERVICES

- In the event of any legal action instituted by a third party challenging the validity of any provision of this approval, the developer and landowner agree to be responsible for the costs of defending such suit and shall hold County harmless from any legal fees or costs County may incur as a result of such action, as provided in Section 66474.9(b) of the California Government Code.

The applicant shall defend, indemnify, and hold harmless El Dorado County and its agents, officers, and employees from any claim, action, or proceeding against El Dorado County or its agents, officers, or employees to attack, set aside, void, or annul an approval of El Dorado County concerning a subdivision, which action is brought within the time period provided for in Section 66499.37.

3. Prior to approval of Final Map, the applicant shall remit payment of any outstanding fees as detailed and required in the *Agreement for Payment of Processing Fees* authorized for this project.
4. Prior to approval of Final Map for any portion of the proposed tentative map, the applicant shall provide written statement justifying the project's consistency with the mitigation measures in the adopted Mitigation Monitoring Reporting Program for Valley View Specific Plan. The documentation shall be provided to and reviewed by the Development Services-Planning Division and, as needed, shall consult and verify with the affected agency.
 - a) In accordance with Mitigation Measure N-1 of the EIR for the VVSP EIR, the applicant shall implement the specific noise attenuation measures identified in Bollard Acoustical Consultants' Environmental Noise Assessment (BAC Job # 2006-168) for Blackstone Villas. This information shall be noted on corresponding construction plans and verified during building permit review process.
5. Prior to approval of final grading/improvement plan, the following amendments, in accordance with Chapter 17.18 (Off-Street Parking and Loading) of the El Dorado County Zoning Ordinance, shall be completed and verified:
 - a) The dimension of the parallel parking spaces shall be amended to a standard measurement of 9' x 22';
 - b) Based on the total 97 uncovered parking stalls, a minimum of three (3) handicap stalls shall be provided. Each stall shall have a minimum area of fourteen feet in width and eighteen feet in depth, with a marked parking stall of ten feet in width and a loading/unloading area four feet in width. All handicap spaces shall be identified by a permanently affixed reflectorized sign displaying the international symbol of handicap accessibility.
6. Prior to issuance of building permit, the applicant shall provide to Planning Services a final documentation detailing the allocation of specific units and corresponding floor plan that includes a live/work area. The document shall include an itemization of the designated off-street parking in accordance with the VVSP.

Comment [LL1]:

DEPARTMENT OF TRANSPORTATION

PROJECT SPECIFIC CONDITIONS

7. All roads shall be constructed in conformance with the Standard Plan 101B of the Design and Improvements Standard Manual (DISM) as approved by EDC DOT.

ROAD NAME	MINIMUM ROAD/ROW WIDTH*	EXCEPTIONS/NOTES
Royal Oaks Drive	As shown on plans	Frontage Improvements including curb, gutter, and 6 foot wide sidewalks per DISM 101B and West Valley View Specific Plan
Latrobe Road	As shown on plans	Frontage improvements to include class I 8 foot wide bike path per West Valley View Specific Plan

8. The applicant shall be subject to any and all applicable Conditions of Approval for TM99-1359 as well as applicable Mitigation Measure described in the Mitigation Monitoring Checklist for the Valley View Specific Plan.
9. The applicant shall design and construct a right in/right out at the southerly intersection of Street 'B' and Latrobe Road. This design shall include providing a raised traffic island and curbing to prevent left turn movements at this intersection according to the provisions of the Caltrans Highway Design Manual. The improvements shall be substantially completed, to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
10. The applicant shall design and construct the roadway encroachments from Street 'A' onto Royal Oaks Drive to the provisions of DISM, Standard Plan 103C and Street 'B' onto Latrobe Road to the provisions of DISM, Standard Plan 103D. These improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
11. The applicant shall pay the traffic impact fees (TIF) at the time of building permit issuance or provide documentation that this condition has been met.
12. The applicant shall demonstrate to the County that this project has entitlements for use of the off-site roads and public utility easements along the western and southern boundaries of this project.
13. Prior to filing of the final map, the applicant shall join and/or form an entity, satisfactory to the County, to maintain all roads not maintained by the County, both on-site and for those roads that are required for access to County or State maintained roads.
14. Prior to recordation of the final map, the applicant shall form or annex into a drainage zone of benefit (ZOB) or other appropriate entity to ensure that all storm water drainage facility maintenance requirements are met.
15. A drainage study must be submitted at the time of improvement plans that shall demonstrate the subject property had adequate existing and proposed storm drainage facilities in

accordance with criteria as designed in the County Drainage manual. At the minimum, plans and calculations shall demonstrate the following:

- The site can be adequately drained;
 - The development of the site will not cause problems to nearby properties, particularly downstream sites and upstream sites;
 - The on-site drainage will be controlled in such a manner as to not increase the downstream peak flow more than the pre-development 10-year storm event or cause a hazard or public nuisance. Detention may be required.
 - The ultimate drainage outfall of the project.
16. If the subdivider is required to perform off-site improvements and it is determined that the subdivider does not have or cannot secure sufficient title or interest of such lands where said off-site improvements are required, the County may, at the subdivider's expense and within 120 days of filing the Final Map, acquire by negotiation or commence proceedings to acquire an interest in the land which will permit the improvements to be made, including proceedings for immediate possession of the property. In such cases, prior to filing of any final map or parcel map, the subdivider shall submit the following to the Department of Transportation Right of Way Unit, and enter into an agreement pursuant to Government Code Section 66462.5 and provide acceptable security to complete the offsite improvements, including costs of acquiring real property interest to complete the required improvements, construction surveying, construction management and a 20% contingency:
- a. A legal description and plat, of the land necessary to be acquired to complete the offsite improvements, prepared by a civil engineer or land surveyor.
 - b. Approved improvement plans and specifications of the required off-site improvements, prepared by a civil engineer.
 - c. An appraisal prepared by a certified appraiser of the cost of land necessary to complete the off-site improvements.
 - d. Completed CEQA analysis.

In addition to the agreement the subdivider shall provide a cash deposit, letter of credit, or other acceptable surety in an amount sufficient to pay such costs including legal costs subject to the approval of county counsel.

STANDARD CONDITIONS

17. The developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual from the County Department of Transportation, and pay all applicable fees prior to filing of the final map.
18. The developer shall enter into an Improvement Agreement with the County and provide security to guarantee performance of the Improvement Agreement as set forth within the County of El Dorado Major Land Division Ordinance, prior to filing the final map.
19. The construction of all required improvements shall be completed with the presentation of the final map to the Planning Director before presentation of the final map to the Board of Supervisors for its approval. For improvements not completed, the subdivider shall provide a 100 percent performance surety and a 50 percent labor and materialmen surety by separate bond, cash deposit, assignment, or letter of credit from a financial institution. For improvements which have been completed, the subdivider shall provide a ten percent maintenance surety in any of the above-mentioned forms. Verification of construction, or partial construction, and cost of completion shall be determined by the County Department of Transportation. The developer shall pay the traffic impact fees in effect at the time a building permit is issued for any parcel created by the subdivision.
20. All on and off-site road improvement requirements required as conditions of approval and/or mitigation measures shall be analyzed in the environmental document for this development project to the appropriate extent under CEQA . Any improvements that are not thoroughly analyzed shall include a discussion and justification under that particular impact analysis within the CEQA document as to the circumstances preventing such analysis along with a method and time frame for any future analysis.
21. An irrevocable offer of dedication, in fee, for the required rights-of-way shall be made for all the proposed roads, with slope easements where necessary. Said offer may be rejected at the time of the final map, in which case, a homeowner's agreement and association, or other entity, shall be established in order to provide for the long-term maintenance of the roads.
22. The final map shall show all utility, road and drainage easements per the recommendation of the utility purveyors and the County Engineer. Final determination of the location of said easements shall be made by the County Engineer. Said easements shall be irrevocably offered to the County.
23. A final drainage study shall be prepared by the project proponent and submitted with the subdivision grading and improvement plans to the approval of the Department of Transportation. All drainage facilities identified in the drainage study shall be included in the subdivision grading and improvement plans.

24. All new or reconstructed drainage inlets shall have a storm water quality message stamped into the concrete, conforming to Sacramento County Standard Drawing 11-10. All stamps shall be approved by the El Dorado County inspector prior to being used.
25. Grading plans shall incorporate appropriate erosion control measures as provided in the El Dorado County Grading Ordinance and El Dorado County Storm Water Management Plan. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation, and the potential discharge of pollutants into drainages.
26. The applicant shall submit a soils and geologic hazards report (meeting the requirements for such reports provided in the El Dorado County Grading Ordinance) to, and receive approval from the El Dorado County Department of Transportation. Grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations.
27. Grading plans shall be prepared and submitted to the El Dorado County Resource Conservation District (RCD) and the Department of Transportation. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the Department of Transportation shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. The County shall issue no building permits until the Department of Transportation approves the final grading and erosion control plans and the grading is completed.
28. The timing of construction and method of revegetation shall be coordinated with the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the Department of Transportation. The Department of Transportation shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15.
29. Subdivision improvements shall include rough grading of driveways for all lots with street cuts or fills along the frontage of six feet or more difference in elevation, or as found necessary for reasonable access by the County Engineer. Construction of said driveways shall conform to the Design and Improvements Standards Manual and the Encroachment Ordinance. As an alternative, a Notice of Restriction shall be filed against all downhill lots with fill in excess of 6 feet which allows structural driveway access only.
30. The responsibility for, and access rights for, maintenance of any fences and walls constructed on property lines shall be included in the Covenants Codes and Restrictions (CC&Rs).
31. Cross lot drainage shall be avoided. When cross lot drainage does occur, it shall be contained within dedicated drainage easements, and included in the County Service Area Zone of Benefit

(ZOB), Home Owners Association, or other entity acceptable to the County. This drainage shall be conveyed via closed conduit or v-ditch, to either a natural drainage course of adequate size or an appropriately sized storm drain system within the public roadway.

32. Upon completion of the improvements required, and prior to acceptance of the improvements by the County, the developer will provide a CD to DOT with the drainage report, structural wall calculations, and geotechnical reports in PDF format and the record drawings in TIF format.
33. Construction activities shall be conducted in accordance with the County noise regulation or limited to the following hours and days: 7:00 a.m. and 7:00 p.m. Monday through Friday; 8:00 a.m. and 5:00 p.m. on weekend and on federally-recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards.
34. This project disturbs more than one acre of land area (43,560 square feet). The Developer shall file a "Notice of Intent" (NOI) to comply with the Statewide General NPDES Permit for storm water discharges associated with construction activity with the State Water Resources Control Board (SWRCB). This condition is mandated by the State of California. A filing form, a filing fee, a location map, and a Storm Water Pollution Prevention Plan (SWPPP) are required for this filing. A copy of the Application shall be submitted to the SWRCB, with a duplicate copy submitted to the County, prior to building permit issuance, and by state law must be done prior to commencing construction.

EL DORADO HILLS FIRE DEPARTMENT

35. The Final Grading/Improvement Plan shall depict a minimum turning radius of 56 feet outside and 40 feet inside.
36. The Final Grading/Improvement Plan shall indicate areas that do not accommodate parking stalls with posting "No Parking" signs and painted red. The affected areas include between buildings where emergency access tends to be blocked by tenants.
37. Prior to issuance of building permit, all buildings shall have fire sprinklers that conform to NFPA 13R, 2007 standards. The attic shall be fully covered.
38. Prior to approval of Final Map, the building addressing shall conform to the El Dorado Hills Fire Department address standard.
39. Mueller Dry Barrel fire hydrants shall be supplied to the project site. The quantity and location of the hydrants shall be determined by the department. This requirement shall be verified during review and prior to approval of Improvement Plans.
40. No traffic calming devices such as speed bumps shall be allowed. This information shall be noted and verified on Improvement Plans.

41. A Wildland Management Plan shall be developed and maintained. A copy of the approved document shall be provided prior to Final Map approval.

OFFICE OF COUNTY SURVEYOR

42. All survey monuments must be set prior to the representation of the final map to the Board of Supervisors for approval, or the developer shall a surety of work to be done by bond or cash deposit. Verification of set survey monuments, or amount of bond or deposit to coordinated with the County Surveyor's Office.
43. The roads serving the development shall be named by filing a completed Road Name Petition with the County Surveyor's Office prior to filing the Final Map.
44. Situs addressing for the project shall be coordinated with the El Dorado Hills Fire Department and County Surveyor's Office prior to Final Map.

AIR QUALITY MANAGEMENT DISTRICT

45. All applicable AQMD standard measures and procedures shall be coordinated with the district and verified on all grading/construction permit plans. The provisions shall include applicable mitigation measures identified in the VVSP EIR.

The following are original the Conditions of Approval approved under Tentative Subdivision TM99-1359 West Valley Village. These conditions have been selected and determined to be applicable for this project. The sequence of the original condition is shown in a parenthesis at the end of each condition.

46. The developer shall obtain approval of construction drawings and project improvement plans consistent with the Subdivision Design and Improvement Standards Manual and cost estimates from the County Department of Transportation and pay all applicable fees prior to commencement of any improvements on the public street and service facilities. All improvements shall be consistent with the approved tentative map. (Original COA 1)
47. The construction of all required improvements shall be completed with the presentation of the final map to the Planning Director before presentation of the final map to the Board of Supervisors for its approval. For improvements not completed, the subdivider shall provide a 100 percent performance surety and a 50 percent labor and materialmen surety by separate bond, cash deposit, assignment, or letter of credit from a financial institution. For improvements which have been completed, the subdivider shall provide a ten percent maintenance surety in any of the above-mentioned forms. Verification of construction, or partial construction, and cost of completion shall be determined by the County Department of Transportation. (Original COA 4)

48. If blasting activities are to occur in conjunction with subdivision improvements, the subdivider shall ensure that such blasting activities are conducted in compliance with state and local regulations. (Original COA 8)
49. If human remains are discovered at any time during the subdivision improvement phase, the County Coroner and Native American Heritage Commission shall be contacted per Section 7050.5 of the Health and Safety Code and Section 5097.89 of the Public Resources Code. The procedures set forth in Supplementary Document J, Section VIII, of the California Environmental Quality Act (CEQA) Guidelines concerning treatment of the remains shall be followed. If archaeological sites or artifacts are discovered, the subdivider shall retain an archaeologist to evaluate the resource. If the resource is determined to be important, as defined in Appendix K of the CEQA Guidelines, mitigation measures, as agreed to by the subdivider, archaeologist, and Planning Department shall be implemented. Treatment of Native American remains and/or archaeological artifacts shall be the responsibility of the subdivider and shall be subject to review and approval by the County Planning Director. (Original COA 11)
50. The applicant shall provide funding for each of the road improvements listed in this condition together with submittal, after review and approval by the Department of Transportation, to the County of a complete package consisting of bid-ready documents for the County's use in advertising for construction bids and awarding a construction contract for each public improvement. The applicant shall contract for the design and engineering of the identified improvements and shall secure any additional right-of-way, regulatory permits and utility relocation provisions necessary for each public improvement and provide evidence of same as part of the complete package of bid-ready documents. All improvements shall be designed to County standards, which include paved shoulders.

Such funding shall be through a Community Facilities District (CFD) or other financing mechanism acceptable to the County and shall be in place prior to the approval of a small lot final map, or at such time as indicated below. Large lot final maps will be allowed as may be needed for the formation of the CFD and financing purposes.

For the purposes of this condition of approval the term "funding the construction" shall include the entire cost of the identified improvement(s) including design, engineering, environmental clearances, necessary permits, necessary right-of-way acquisition, surveying and construction, as determined by current engineer's estimates.

Once the complete package for each improvement is provided to the County this condition with respect to such improvement shall be deemed satisfied and the County shall thereafter take full responsibility for causing the construction of the improvement. In imposing these conditions the County is cognizant of the fact that in order to accomplish the construction of the identified improvements in a timely manner, significant cooperation will be necessary between the County and the applicant. To that end, and in recognition of the significant commitment on the part of the applicant herein, the County will fully cooperate in the

processing and in the review of improvement plans, in obtaining necessary rights of way through eminent domain if good faith efforts by the applicant to obtain necessary right-of-way are unsuccessful, and otherwise committing the time and resources necessary to accomplish the tasks in a timely manner.

The improvements specified in this condition of approval, subject to the review and approval of the County Engineer, may be eligible for reimbursements and/or credits against the *El Dorado Hills/Salmon Falls Area Road Impact Fee* (R.I.F.), the *Transportation Impact Fee* (T.I.M) for the State System's Capacity and Interchanges-El Dorado Hills/Salmon Falls Area and the *Interim Highway 50 Variable Traffic Impact Mitigation Fee* programs. The reimbursement agreement will reflect that these improvements are high priority improvements being funded by the applicant while recognizing that funding for additional high priority improvements still needs to be accrued. As such, the reimbursement agreement will reflect the equal need for reimbursement and accrual of RIF revenues.

The applicant and County shall enter into a credit/reimbursement agreement, consistent with any Board of Supervisors' adopted reimbursement policies in effect at the time the agreement are executed, prior to the recording of a small lot final map.

- a. Prior to the approval of the first small lot final map, the applicant shall provide funding and bid-ready package as described above for widening and restriping of Latrobe Road between US Highway 50 south to White Rock Road, to provide for three through lanes in the northbound and southbound directions between the interchange and White Rock Road. In addition, the applicant shall provide funding and bid-ready package as described above for Intersection improvements at Latrobe Road and White Rock Road to provide additional lanes as follows providing for a right turn and two through lanes on northbound approach, a left turn lane and a through lane on westbound approach, realign the eastbound approach and add a right turn lane and a left turn lane and a through lane on eastbound approach, a right turn lane on southbound approach, a northbound through lane from White Rock Road to Town Center Boulevard connecting to the right turn lane at Town Center Boulevard, and reconstruct signal at Latrobe Road and White Rock Road to eight phases.
- b. Prior to the approval of the first small lot final map, the applicant shall provide funding and bid-ready package as described above for the widening of Latrobe Road to four lanes from its intersection with Golden Foothill Parkway (south) to Suncastr Lane together with signalized intersection improvements at Latrobe Road/Golden Foothill Parkway (south). In addition, the applicant shall provide the funding and bid-ready package for the installation of intersection improvements at Latrobe Road/Golden Foothill Parkway (south). The Entrance Parkway into West Valley Village shall provide for one left/through shared lane and one right-turn-only lane in this westbound direction. The existing Golden Foothill Parkway (south) shall be restriped to provide one left-turn and one through/right shared lane in the eastbound direction. Latrobe Road in the northbound direction will not change leaving the

existing single lane configuration. Latrobe Road in the southbound direction will provide one left-turn-only lane and one right/through lane at this intersection.

- c. Prior to the approval of the first small lot final map, but in no case later than a time sufficient for the County to solicit bids for the construction of the improvements commencing in summer 2004, the applicant shall pay to the County the estimated cost of reconfiguring/reconstruction of the following elements of the El Dorado Hills/Latrobe interchange. Such payment shall be considered an advance payment for the purposes of reimbursement from the CFD. No building permits may be issued for any lots in the Tentative Map prior January 31, 2005, unless the Board of Supervisors has authorized the advertisement for construction bids for the following elements.
1. Providing dual right turn lanes onto the westbound on ramp in the southbound direction on El Dorado Hills Boulevard consisting of a right turn lane onto the on ramp and a shared through/right turn lane southbound;
 2. Construction of a sound wall adjacent to the town homes and residential properties along the realigned Saratoga Way.
 3. Construct the realigned Saratoga Way to its new intersection with El Dorado Hills Boulevard at Park Avenue, consistent with approved interchange project report and Environmental Impact Report.
 4. Construction of a third southbound travel lane on El Dorado Hills Boulevard from Park Avenue to the Highway 50 westbound on-ramp.
 5. Construction of the El Dorado Hills Blvd Interchange Enhancement Improvements as identified below subject to final approval by Caltrans:
 - I. Widening/restriping the westbound off ramp to provide for a right turn lane onto El Dorado Hills Blvd. in the northbound direction, a left turn lane onto Latrobe Road in the southbound direction and shared through/left/right turn lane;
 - II. Widening/restriping the westbound on ramp for two lanes with a merge into one lane, which shall be extended 500 feet, prior to entering the highway;
 - III. Providing dual left turn lanes northbound on Latrobe Road onto the westbound on ramp;
 - IV. Additional northbound through lane on Latrobe Road between the eastbound onramp and the existing Saratoga Way intersection together with any necessary facilities to accommodate pedestrian and bicycle traffic along the east side of Latrobe Road at this location.

Conditions a. and b. above shall be satisfied upon payment of the funds and delivery of bid-ready package as provided herein and the County shall be responsible for completion of the improvements.

Condition c. above shall be satisfied upon payment of the funds in a time sufficient for the

County to solicit bids for the construction of the improvements commencing in summer 2004, and the County shall be responsible for completion of the improvements. The County will be responsible for obtaining the necessary right of way to complete the condition c) improvements. The County has collected funds and will continue collecting funds from the RIF for these improvements. The Applicant shall pay the difference between the funds allocated in the RIF program to this project, at the time of advertisement soliciting bids for the construction contract, and the total engineer's estimated amount of the project, with an additional funding contribution from the applicant, if necessary, to cover any shortfall between the total engineer's estimated amount of the project and the actual bid amount at time of award of contract plus an amount for contingencies not to exceed 10 percent of the contract amount. The applicant and County shall enter into a credit/reimbursement agreement, consistent with any Board of Supervisors' adopted reimbursement policies in effect at the time the agreement are executed, prior to the recording of a small lot final map. No certificate of occupancy building permits shall be issued within the tentative map area until the project is bid-ready approved and the applicant has made the funding contribution or until January 31, 2005, and the applicant has made the funding contribution, which ever occurs first. (Original COA 25)

51. The applicant shall fund the Silva Valley Parkway interchange in the manner set forth below.

The applicant shall, immediately upon recording of the first small lot final map, begin the design, engineering and processing necessary with County Department of Transportation and Caltrans to achieve all necessary approvals for bidding the contract for construction of the improvements described below, as conceptually depicted in the Supplemental Traffic Analysis for the West Valley TM99-1359 of the Valley View Specific Plan, December, 2003, or as subsequently modified through the project approval process with the County, Caltrans, or other regulatory agencies, except to the extent the work and improvements are completed by third parties. As a method of measuring progress, the following scheduling milestones are provided herein and are considered non-binding target milestones and, further, the applicant shall submit the engineering design contract and other consulting contracts for the Silva Valley Parkway interchange, which shall contain schedules for completion, to the County for review and approval prior to the applicant executing said contracts: preliminary design, preliminary right-of-way mapping and a circulation ready draft environmental document shall be completed by the applicant upon the issuance of the 200th building permit within the tentative map, final approved design, final approved right-of-way mapping and a final environmental document shall be completed before the issuance of the 400th building permit, right-of-way certification and necessary regulatory permits shall be obtained by the applicant by the issuance of the 700th building permit. A complete package shall include all necessary Caltrans' permits and all other necessary regulatory permits for constructing the improvement. Once the complete package for the improvement is provided to the County by the applicant, this condition with respect to such improvement shall be deemed satisfied and the County shall thereafter take full responsibility for causing the construction of the improvement.

- 1) Improvements including the extension of a minimum of two lanes beginning at Silva Valley Parkway from the existing four lane improvements located adjacent to the School site to a connection with the existing White Rock Road, together with the construction of the bridge abutments for the new Parkway overpass. The applicant shall provide the funding for the construction of the north and south bridge abutments. The roadway improvements are the obligation of a third party and should be constructed, or under construction, prior to the funding obligation contained herein. However, if such roadway improvements are not substantially completed, as determined by the Department of Transportation, the applicant shall secure the funding for the roadway improvements, subject to reimbursement. In addition, the project includes the construction of auxiliary lanes eastbound from the El Dorado Hills Boulevard interchange on-ramp to the planned Silva Valley Parkway Interchange off ramp, west bound from the Silva Valley interchange west bound on ramp to the El Dorado Hills interchange westbound off ramp, and east bound from the Silva Valley Parkway Interchange on ramp to the Bass Lake truck climbing lanes. No improvement to the existing bridge crossing at White Rock Road shall be required for this improvement.
- 2) Improvements including all four on and off ramps from US Highway 50 both in the eastbound and westbound directions, including traffic signals as warranted at the interchange.

The County shall appropriate the entire balance of the Silva Valley Parkway Interchange set-aside account fund, for payment of the cost of the improvements at such time as a contract is awarded for the construction of such improvements less any prior reimbursements to County, Serrano Associates, LLC, or other third parties for Silva Valley Interchange related facilities constructed by these parties prior to the award of the construction contract under this condition of approval. The applicant shall fund the difference in cost for the construction of the improvement and the amount that has been collected in the set-aside account at such time as the County is prepared to put the project contract out to bid. The applicant's contribution of funding improvements once made shall be creditable/~~reimbursable~~ against the Silva Valley Parkway Interchange set-aside amount in the following manner: (1) the applicant shall be entitled to a credit/reimbursement of the 30 percent of the prevailing RIF Fee which would otherwise be paid by the applicant into the Silva Valley Parkway Interchange set-aside fund; (2) reimbursement from revenues into the Silva Valley Parkway Interchange set-aside fund from other sources until such time as the applicant has been fully reimbursed for the construction costs, subject to additional set-aside that might be necessary to construct the final phased improvement; and (3) any other applicable fee. The preceding points shall be incorporated into a credit/reimbursement agreement between the applicant and the County, consistent with Board of Supervisors' adopted reimbursement policies. The agreement shall be entered into prior to the recording of the first final map. (Original COA 26)

52. The County, City of Folsom and Caltrans are engaged in preliminary project planning which includes an auxiliary lane on US Highway 50 from westbound on ramp at the El Dorado Hills Boulevard interchange to the County line. At such time as the County, City of Folsom or Caltrans is prepared to solicit bids for the construction of this auxiliary lane, the applicant shall pay the balance of the funds needed by the County to complete the County's portion of this auxiliary lane construction. The applicant's obligation pursuant to this condition will be limited to paying the difference between the cost of construction less the total fees paid from within the tentative map area into the County's fee program for Highway 50 improvements. The obligation hereunder shall also be reduced by the receipt by the County or Caltrans of any other funds from outside sources, i.e. federal funds or grant money. Any funds advanced by the applicant shall be reimbursed or credited against future fees in accordance with a reimbursement agreement with the County consistent with any Board of Supervisors' adopted reimbursement policies in effect at the time the agreement is executed. (Original COA 28)
53. It is anticipated as part of the current General Plan update process that a comprehensive update of the County's various impact fee programs will be completed. This update may substantially alter the existing impact fee programs. The developer shall be responsible to pay fees associated with all impact fee programs in effect at the time building permits are issued. (Original COA 29)
54. When specified in conditions of approval, the subdivider is required to perform off-site improvements, and it is determined that the subdivider does not have or cannot secure sufficient title or interest of such lands where said off-site improvements are required, the County may, at the subdivider's expense and within 120 days of filing the final map, acquire by negotiation or commence proceedings to acquire an interest in the land which will permit the improvements to be made, including proceedings for immediate possession of the property. (Original COA 30)
55. Where the subdivider is required to make improvements on land which neither the subdivider nor the County has sufficient title or interest to make such improvements, prior to filing of any final map or parcel map, the subdivider shall submit to the County for approval:
 - a. A legal description prepared by a civil engineer or land surveyor of the land necessary to be acquired to complete the off-site improvements.
 - b. Improvement plans prepared by a civil engineer of the required off-site improvements.
 - c. An appraisal prepared by a professional appraiser of the cost of land necessary to complete the off-site improvements.

Prior to the filing of the final map, the subdivider shall enter into an agreement pursuant to Government Code Section 66462.5 to complete the required off-site improvements including

the full costs of acquiring any real property interests necessary to complete the required improvements.

In addition to the agreement, the subdivider shall provide a cash deposit, letter of credit, or other acceptable surety in an amount sufficient to pay such costs including legal costs subject to the approval of the County. (Original COA 30)

56. Prior to the filing of a final map, the applicant shall construct and/or bond to ensure the construction of all drainage facilities as described in the Preliminary Engineering Report for West Valley View Specific Plan Master Drainage Study, dated September 28, 1999. (Original COA 31)
57. A final drainage plan shall be prepared in accordance with the County of El Dorado Drainage Manual, subject to review and approval by the Department of Transportation. Drainage facilities shall be designed and shown on the project improvement plans consistent with the final drainage plan. The developer shall install said drainage facilities with the respective phase of construction, or as specified in the final drainage plan. (Original COA 32)
58. The final map shall show all drainage easements consistent with the County of El Dorado Drainage Manual, the project final drainage plan, and the project improvement plans. (Original COA 33)
59. All grading plans shall be prepared and submitted to the Resource Conservation District (RCD) and the Department of Transportation. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the Soil Conservation Service, the Department of Transportation shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. No building permit shall be issued by the County until final grading plans and erosion control plans are approved by the Department of Transportation and the grading is completed. (Original COA 37)
60. The timing of construction and method of re-vegetation shall be coordinated by the El Dorado County Resource Conservation District. If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the Soil Conservation Service for review and recommendation to the Department of Transportation. The Department of Transportation shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15. (Original COA 38)
61. Improvement plans shall incorporate protective measures toward existing oak trees per Volume IV, Design and Improvement Standards Manual, Oak Tree and Wetlands Preservation Requirements and Specifications (County Resolution No. 199-91). (Original COA 39)

62. Erosion control and drainage design from residential areas into the open space areas shall employ natural appearing methods. The use of native plant materials is required where revegetation is proposed. (Original COA 40)
63. Should asbestos-containing rock be exposed during grading, construction of roads, excavation for underground facilities, building foundations, or any construction related activity, County Ordinance No. 4569 shall apply. (Original COA 41)
64. A meter award letter or similar commitment to provide water and sewer service to each lot by the El Dorado Irrigation District shall be submitted to the Planning Department prior to final map application submittal. (Original COA 42)
65. The subdivider shall obtain a will serve letter from the franchise refuse hauler, El Dorado Disposal Com., Inc. (Original COA 51)
66. A Class I bicycle and pedestrian trail shall be constructed along the portion of Latrobe Road adjacent to the project site consistent with El Dorado County and El Dorado Hills Community Services District standards. If bike paths are included in the RIF program, the applicant shall be eligible for reimbursement or credits. (Original COA 61)
67. Trenches greater than five feet in depth shall be shored, sloped back at a 1:1 (horizontal to vertical) slope angle or reviewed for stability by the County's geotechnical engineer in accordance with the Occupational Safety and Health Administration (OSHA) regulations (described in 29 CFR 1926.650 to 1926.653) if personnel are to enter the excavations. Require trench excavations to conform with local ordinances. Monitor shearing and high groundwater associated with the Bear Mountains fault during trench construction and require additional shoring and/or de-watering as necessary. (Original COA 63)
68. Prior to final map approval, each lot potentially affected by the proximity to the Bear Mountain Fault, pursuant to the geologic mapping locating said Fault on the West Valley Village site, shall have a disclosure informing all potential home buyers of the potential seismic risk associated with the Foothills Fault System. (Original COA 64)

ATTACHMENT 2 FINDINGS

**FILE NOS. TM06-1430 AND DR08-001
Planning Commission/June 12, 2008**

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

1.0 CEQA FINDING

1.1 The project is a residential project and a part of an adopted Valley View Specific Plan, subject to the certified Environmental Impact Report (EIR) and mitigation measures in the Mitigation Monitoring Reporting Program. Therefore, the project is exempt from the requirements of CEQA pursuant to Section 15182. No further environmental analysis is necessary.

1.2 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Development Services Department - Planning Services at 2850 Fairlane Court, Placerville, CA, 95667.

2.0 ADMINISTRATIVE FINDINGS

2.1 El Dorado County General Plan

The El Dorado County General Plan designates the subject site as Adopted Plan (AP), a description in reference to areas where Specific Plans have been designated and adopted within and by the County. The specific plan and the respective land use maps are accepted and incorporated by reference and are hereby adopted as the General Plan Land Use map for the project area. The proposed minor amendment to the specific plan, tentative map and deviation from standards have been verified for conformance with the applicable policies of the General Plan, specific policies in the Valley View Specific Plan, and mitigation measures in Environmental Impact Report. Therefore, the project is consistent with the General Plan.

2.2 Valley View Specific Plan, Zoning, Design Review Clearance

The project has been verified for conformance with the specific policies and requirements of the Valley View Specific Plan. The residential subdivision meets the required density, residential product type, and applicable development standards. Also, the multifamily development meets the architectural concept and site layout and design in accordance with the general standards in the VVSP and specific provisions under the Mixed Use Zone District. Therefore, the project has been found to be consistent with the Carson Creek Specific Plan

2.3 Subdivision Ordinance

2.3.1 That the proposed map is consistent with applicable general and specific plans;

The proposed project has been verified for conformance with applicable General Plan and Valley View Specific Policies including provisions relating to density, site and layout design, zone development standards, and amenities. The anticipated development shall be subject conformance with the approved Conditions of Approval and Mitigation Measures. Therefore, the project has been found to be consistent with the applicable El Dorado County General Plan and Valley View Specific Plan.

2.3.2 That the design or improvement of the proposed division is consistent with applicable general and specific plans;

The design and improvement of the subdivision has been designed in conformance with the identified residential land use requirements in the Specific Plan. Subsequent improvement plans, grading plans and other permit application shall be further reviewed in accordance with the applicable County standards and recommended conditions of approval/mitigation measures for this project. Therefore, the project has been found to be consistent with the applicable El Dorado County General Plan and Valley View Specific Plan design and improvements.

2.3.3 That the site is physically suitable for the type of development; and

2.3.4 That the site is physically suitable for the proposed density of development;

The site is physically suitable to accommodate the proposed type of development and density and improvements for Blackstone Villas residential subdivision. The site contains mild rolling hills with sparse tree coverage. The tributaries within the project site shall be impacted but has been mitigated as part of the overall Wetland Impacts for the VVSP. Prior to any activity, the anticipated development would require various permit and plan approval, subject to review for consistency with the conditions of approval for the project by the County and affected agencies.

2.3.5 That the design of the division or the proposed improvements are not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat;

Development of the subdivision would be subject to the applicable provisions of the Valley View Specific Plan, and the required mitigation measures originally evaluated under the certified Environmental Impact Report (EIR) for the Specific Plan. Off-site improvements associated with the project are not anticipated to have any significant environmental impacts and shall be further verified by the affected agency. Therefore, the project would have less than significant environmental impact, subject to the conditions of approval and mitigation measures imposed on the project.

2.3.6 That the design of the division or the type of improvements would not cause serious public health hazards;

The proposed development has been designed and conditioned to ensure no public hazard would occur. In accordance with the VVSP, the design and improvements would involve a controlled internal road systems, public utility services, on- and off-site amenities, and adequate vehicular accesses. Development of the project would be subject to improvement plans and permits verifying construction of utilities for water, sewer, power, drainage, and roads in accordance with the El Dorado County Design and Improvement Manual, County Grading Ordinance, Specific Plan, and the adopted EIR.

2.3.7 That the design of the division or the improvements is suitable to allow for compliance of the requirements of section 4291 of the Public Resources Code;

The development is subject to the applicable Specific Plan standards involving site design and maintenance of open areas susceptible to brush fires. Further, the subdivision is subject to specific project conditions from the El Dorado Hills Fire Department regarding location of on-site hydrant, construction of non-combustible fencing material, and preparation, submittal and implementation of a Wildfire Management Plans. Therefore the proposed subdivision conforms to the requirements of Section 4291 of the Public Resource Code;

2.3.8 That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. In this connection the approving authority may approve a map if it finds that alternate easements for access or for use will be provided and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision. (Ord. 3805 §15, 1988: prior code §9702)

Coupled with imposed project conditions, necessary utility and right-of-way easements for the project are appropriately depicted on the submitted plans and shall be further verified for any conflicts by the County Surveyor's Office at the time of filing and approval of the final map for any portions of the approved tentative map.