

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



|                   |                    |
|-------------------|--------------------|
| <b>Agenda of:</b> | September 11, 2008 |
| <b>Item No.:</b>  | 9.a                |
| <b>Staff:</b>     | Jonathan Fong      |

**REZONE/TENTATIVE PARCEL MAP**

**FILE NUMBER:** Z07-0056/ P07-0050

**APPLICANT:** Robert Harrer

**REQUEST:** Rezone and Parcel Map.

**Rezone:** The Rezone would amend the parcel zoning from Estate Residential Five-Acre/ Airport Safety (RE-5/ AA) to One-Acre Residential/ Airport Safety (R1A/ AA).

**Parcel Map:** The Parcel Map would create two parcels. Parcel 1 would be 1.00-acre and Parcel 2 would be 3.27-acres.

**LOCATION:** On the south side of Meder Road 300 feet west of the intersection with Chasen Drive in the Shingle Springs Area. Supervisorial District IV. (Exhibit A)

**APN:** 070-040-73

**ACREAGE:** 4.27- acres

**GENERAL PLAN:** High Density Residential (HDR) (Exhibit B)

**ZONING:** Estate Residential Five-Acre/ Airport Safety (RE-5/AA) (Exhibit C)

**ENVIRONMENTAL DOCUMENT:** Negative Declaration

**SUMMARY RECOMMENDATION:** Conditional Approval

**BACKGROUND:** The applicant submitted a request for a pre-application meeting on December 12, 2005. The pre-application submittal included two alternatives for subdivision of the parcel.

Option 1 included a request for a Rezone to One-Half Acre Residential (R20k) and a four lot Parcel Map to create parcels ranging in size from 0.75-acres to 1.77-acres. Option 2 would include the same Rezone request to R20k and a two lot Parcel Map to create a 1.00-acre parcel and a 3.27-acre parcel.

The pre-application meeting concluded that due to the Airport Safety (AA) zoning overlay, the project would require the inclusion of the Planned Development (PD) Zoning overlay and the provision of 30% open space due to the then applicable General Plan Policy 2.2.5.13.

The project was submitted on November 27, 2007 and included a Rezone request to One-Half Acre Residential (R20k) and included a request for a Phased Parcel Map to create three parcels ranging in size from 0.80-acres to 2.40-acres. Planning Services staff determined that a Parcel Map could not be phased and therefore the applicant was advised of the process. In addition, the proposed Rezone to R20k would create an inconsistency with the existing horse corrals on the project site. The R20k Zone District would not allow by right or by Special Use Permit the existing agriculture improvements on the site.

The project engineer provided a re-submittal dated April 15, 2008 with a revised Zone Change request to One-Acre Residential (R1A) and a two lot Parcel Map consistent with Option 2 of the earlier pre-application submittal.

**STAFF ANALYSIS:** Staff has reviewed the project for compliance with the County's regulations and requirements. An analysis of the permit requests and issues for Planning Commission consideration are provided in the following sections.

**Project Description:** The project request includes a Rezone and Parcel Map. The Rezone would amend the parcel zoning from Estate Residential Five-Acre/ Airport Safety (RE-5/ AA) to One-Acre Residential/ Airport Safety (R1A/AA). The Parcel Map would create two parcels. Parcel 1 would be 1.00-acre and Parcel 2 would be 3.27-acres. The Parcel Map would subdivide the existing parcel to locate each of the two existing residences on separate parcels. All residential zone district permit one primary residence and a secondary residence which is not to exceed 1,200 square feet.

Both existing residences have driveways onto Meder Road. No additional road improvements would be required as part of the project. The project is currently served by individual wells and private septic systems. The Department of Environmental Management would require the existing residences to connect to EID public water and destroy the on-site wells as a condition of approval.

**Site Description:** The site is located at approximately 1,470 feet above sea level and is generally flat. The project site has been previously development with residential development. Two residences exist on site and accessory development including, horse corrals, paddocks, in-ground pools and a man-made pond. Vegetation on-site is comprised of mixed oak woodland and native grasslands.

**Adjacent Land Uses:**

|              | Zoning | General Plan | Land Use/Improvements     |
|--------------|--------|--------------|---------------------------|
| <b>Site</b>  | RE-5   | HDR          | Single-Family Residential |
| <b>North</b> | RE-5   | HDR          | Undeveloped Residential   |
| <b>South</b> | R1     | HDR          | Single Family Residential |
| <b>East</b>  | RE-5   | HDR          | Single Family Residential |
| <b>West</b>  | RE-5   | MDR          | Single Family Residential |

The project parcel is bounded on all sides by residential development. The project would create two residential parcels in a residential setting, and the project would not create conflicts with the surrounding land uses.

**General Plan:** The project is located within the High Density Residential (HDR) land use designation which permits a parcel size range of one to five dwelling units per acre. The project would create two parcels, Parcel 1 would be 1.00-acre and Parcel 2 would be 3.27-acres. The proposed parcel sizes would be consistent within the HDR land use designation.

**General Plan Policy 2.2.5.3** requires future rezoning to be evaluated based on the General Plan’s direction as to minimum parcel size or maximum density and to assess whether changes in conditions would support a higher density. Specific criteria to be considered include but are not limited to the following:

1. Availability of an adequate public water source or an approved Capital Improvement Project to increase service for existing land use demands;

The project would create parcels less than five acres in size within the HDR land use designation. Pursuant to **General Plan Policy 5.2.1.3** the project would be required to connect to EID public water due to the project location within the HDR land use designation and location within the Cameron Park Community Region. The project would be conditioned to comply with this requirement.

2. Availability and capacity of public treated water system; and,

The Facilities Improvement Letter (FIL) submitted for the project dated November 19, 2007 determined that the project would require two Equivalent Dwelling Units (EDU’s) and that the existing 10-inch water line beneath Meder Road could provide adequate flow to serve the project.

3. Availability and capacity of public waste water treatment system.

The project would be served by existing private septic systems.

4. Distance to and capacity of the serving elementary and high schools;

The project site is located within the Buckeye School District. The District was distributed the project during the initial consultation and did not provide comments regarding the project.

5. Response time from nearest fire station handling structure fires;

The project is located within the El Dorado County Fire Protection District boundaries. The District has reviewed the project and has required the project to comply with the required fire flow of 1,000 gallons per minute for two hours.

6. Distance to nearest Community Region or Rural Center;

The project site is located within the Cameron Park Community Region.

7. Erosion hazard;

The project would not require road improvements or other grading activities that would likely create an erosion hazard.

8. Septic and leach field capability;

The project is currently served by existing septic systems.

9. Groundwater capability to support wells;

The project would be served by the EID public water system.

10. Critical flora and fauna habitat areas;

The project is located within Mitigation Area 1 which is defined as lands containing soil types capable of sustaining the Pine Hill Endemic Plant Species. A Biological Resources Evaluation was prepared for the site and did not identify any special status plant species on the project site.

The report did identify that the oak woodlands on-site would be suitable habitat for a number of protected animal species. The project would not involve any construction or impacts that would require the removal of any oak trees. Therefore, the project would not incorporate conditions or mitigation measures to protect this habitat.

11. Important timber production areas;

12. Important agricultural areas;

13. Important mineral resource areas;

The project parcel is not located in or near important timber production areas, agricultural areas, or important mineral resource areas.

14. Capacity of the transportation system serving the area;

The Department of Transportation has reviewed the project and has determined that the creation of two residential parcels would not require a traffic study and that the existing width of Meder Road would not require any road improvements.

15. Existing land use pattern;

The project parcel is surrounded by existing single-family development. The proposed project would not be inconsistent within the existing land use pattern.

16. Proximity to perennial water course;

The project site includes a man-made pond. The project would be required to comply with the required 100 foot setback as required by **General Plan Policy 7.3.3.4**.

17. Important historical/ archeological sites;

The project site has already been disturbed with residential development. The Cultural Resource Study prepared for the project did not identify any cultural resources on the site. The project would not require any grading or other construction activities which would result in ground disturbance.

18. Seismic hazards and present active faults;

The project site is located within the fault buffer zone of the West Bear Mountains Fault. However, the fault is not considered active. The project site would not be subject to significant seismic hazards or active faults.

19. Consistency with existing Conditions, Covenants, and Restrictions;

The project parcel is not encumbered by existing CC&R's.

The project site is located within Safety Zone 3 of the Cameron Park Airport which is defined as a one-mile radius surrounding the airport. **General Plan Policy 6.8.1.1** requires projects within safety zones of the airports to comply with applicable provisions of the Comprehensive Land Use Plan (CLUP). The project would comply with the density provisions and would be consistent with applicable policies of the Cameron Park CLUP.

The parcel map and rezone would create two residential parcels. The proposed parcel sizes would be consistent with the HDR land use designation. As discussed above, adequate public services, infrastructure, and fire protection services could support the additional residential density. Staff finds the project would be consistent with the General Plan.

**Zoning:** The project would rezone the current parcel from Estate Residential Five-Acre/ Airport Safety (RE-5/ AA) to One-Acre Residential/ Airport Safety (R1A/ AA) The project would create two parcels of 1-acre and 3.27-acres. The proposed parcel sizes would comply with the minimum parcel size allowed within the R1A zone. An analysis of the Development Standards of the R1A Zone District is included below:

**A. Minimum parcel area, one acre;**

The project would create two parcels. Parcel 1 would be 1-acre and Parcel 2 would be 3.27-acres. Both proposed parcels would be consistent with the standards of the R1A Zone District.

**B. Minimum parcel area per dwelling unit, same as subsection A of this section;**

**C. Maximum building coverage, thirty-five percent;**

Parcel 1 would include an existing second residence. Parcel 2 would include the primary residence, shed, paddock and horse corral. Neither the development on Parcel 1 or Parcel 2 would exceed the maximum building coverage requirements of the R1A Zone District.

**D. Minimum parcel width, one hundred feet;**

Parcel 1 would be a triangular lot and would have a minimum lot width of approximately 200 feet measured along Meder Road. Parcel 2 would have a lot width of over 400 feet measured along Meder Road. Both Parcel 1 and Parcel 2 would be consistent with the lot width requirements of the R1A Zone District.

**E. Minimum yards: front, thirty feet; sides, fifteen feet, except the side yard shall be increased one foot (1') for each additional foot of building height in excess of twenty-five feet (25'); rear thirty feet (30'); stable (front), thirty feet (30'); sides, thirty feet (30'); rear, thirty feet (30'); (Ord. 4236, 1992)**

Both existing residences on the project site would be consistent with the required 30 foot setbacks from the proposed parcel lines. The existing horse corral would comply with the required setbacks. The existing development would be consistent with the setback requirements of the R1A Zone District. Future development of the site would be reviewed to determine consistency with the setback requirements of the zone.

**F. Maximum building height, forty- five feet (45'). Prior code §9411.5(c); Ord. 4236, 1992)**

The existing buildings would comply with the maximum height requirements. Any future development would be required to demonstrate consistency with the height requirements of the R1A Zone District.

Staff finds the project would be consistent with the Zoning Ordinance.

## **ENVIRONMENTAL REVIEW**

**NOTE:** This project is not located within or adjacent to an area which has wildlife resources (riparian lands, wetlands, watercourse, native plant life, rare plants, threatened and endangered plants or animals, etc.), and was referred to the California Department of Fish and Game. In accordance with State Legislation (California Fish and Game Code Section 711.4), the project is subject to a fee of \$1,876.<sup>75</sup> after approval, but prior to the County filing the Notice of Determination on the project. This fee, less \$50.<sup>00</sup> processing fee, is forwarded to the State Department of Fish and Game and is used to help defray the cost of managing and protecting the State's fish and wildlife resources.

**RECOMMENDATION:** Planning Services recommends the Planning Commission forward the following recommendation to the Board of Supervisors:

1. Adopt the Negative Declaration based on the Initial Study; and
2. Approve Z07-0056/ P07-0050 as the required findings can be made as noted in Attachment 2 based on the analysis in the staff report and the conditions itemized 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 .....    | Parcelization Map                                 |
| Exhibit E .....    | Tentative Parcel Map                              |
| Exhibit F .....    | Environmental Checklist and Discussion of Impacts |

# **ATTACHMENT 1 CONDITIONS OF APPROVAL**

**FILE NUMBER Z07-0056/ P07-0050  
Planning Commission Hearing**

## **Planning Services**

1. This Parcel Map and Zone Change are based upon and limited to compliance with the project description, the Planning Commission hearing exhibit marked Exhibit E (tentative parcel map) dated September 11, 2008, 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:

The project would allow a two lot parcel map and rezone. The rezone would change the parcel from Estate Residential Five-acre/ Airport Safety (RE-5/ AA) to Single-family One-acre Residential (R1A). The parcel sizes are as follows: Parcel 1- 1.00 acre, Parcel 2- 3.27 acres

All parcels would take access via the existing driveways onto Meder Road. No road improvements would occur as a result of this project.

The parcels would be served by EID public water and on-site septic systems.

2. The applicant shall provide to Planning Services, a meter award letter or similar document from EID, prior to filing the Parcel Map.
3. The subdivision is subject to parkland dedication in-lieu fees based on values supplied by the Assessor's Office and calculated in accordance with Section 16.12.090 of the County Code. Planning Services shall verify that the fees have been paid at the time of filing the Parcel Map.
4. The subdivider shall pay a \$150.00 appraisal fee payable to the El Dorado County Assessor for the determination of parkland dedication in-lieu fees.
5. All Development Services fees shall be paid prior to filing of the Parcel Map. Planning Services shall verify payment of all fees prior to the filing the Parcel Map.
6. The applicant shall submit to Planning Services the Department of Fish and Game filing fee and noticing fee prior to filing of the Notice of Determination by the County. No permits shall be issued or parcel map filed until said fees are paid.



7. 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.

County shall notify the applicant of any claim, action, or proceeding and County will cooperate fully in the defense.

8. Prior to any use authorized by this permit, the applicant shall provide a written description, together with appropriate documentation, showing conformance of the project with each condition imposed as part of the project approval.

The applicant shall schedule an inspection by Planning Services prior to issuance of a building permit for verification of compliance with applicable conditions of approval.

9. The map shall remain in effect for three years from the date of approval. If the map has not been recorded within this timeframe, an extension may be requested prior to expiration of the map. Appropriate fees shall be paid to process the time extension.

#### **Environmental Management:**

10. The applicant shall connect to public water. The existing houses shall connect to EID public water and the wells shall be properly destroyed under permit. The Department shall verify the wells have been destroyed and receive proof of public water service prior to filing the parcel map.

#### **Department of Transportation**

#### ***PROJECT-SPECIFIC CONDITIONS***

11. **Offer of Dedication:** The applicant shall irrevocably offer to dedicate in fee, a 35-foot wide right of way and slope easement (if necessary) along the property frontage adjoining Meder Road as determined by EDC DOT, prior to the filing of the map. This offer shall be accepted by the County prior to filing the parcel map.

12. **Gates:** Pursuant to Article 2, Section 1273.11 of the SRA Fire Safe Regulations, All gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on that road. Additionally, gate entrances shall be at least two feet wider than the width of the traffic lane(s) serving that gate. The location of all gates shall be verified by DOT prior to filing the parcel map.

***DOT STANDARD CONDITIONS***

13. **Easements:** All applicable existing and proposed easements shall be shown on the project plans.
14. **Water Quality Stamp:** 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.
15. **Construction Hours:** Construction activities shall be conducted in accordance with the County Health, Safety, and Noise Element and limited to the daylight hours between 7:00 a.m. and 7:00 p.m. on any weekday, and 8:00 a.m. and 5:00 p.m. on weekends and federal holidays.
16. **DISM Consistency:** 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.
17. **Import/Export Grading Permit:** Any import, or export to be deposited or borrowed within El Dorado County, shall require an additional grading permit for that offsite grading.
18. **Grading Permit / Plan:** If more than 50 cubic yards of earth movement are required for improvements, the applicant shall submit a site improvement/grading plan prepared by a professional civil engineer to the Department of Transportation for review and approval. The plan shall be in conformance with the County of El Dorado "Design and Improvement 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. All applicable plan check and inspection fees shall be paid at the time of submittal of improvement plans. The improvements and grading shall be completed to the satisfaction of DOT or DSD (whichever department is entrusted with review) prior to occupancy clearance.
19. **Grading Plan Review:** Grading and improvement 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. 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.

20. **RCD Coordination:** 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.
21. **Soils Report:** At the time of the submittal of the grading or improvement plans, 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 and address, at a minimum, grading practices, compaction, slope stability of existing and proposed cuts and fills, erosion potential, ground water, pavement section based on TI and R values, and recommended design criteria for any retaining walls.
22. **Drainage Study / SWMP Compliance:** The applicant shall provide a drainage report at time of improvement plans or grading permit application, consistent with the Drainage Manual and the Storm Water Management Plan, which addresses storm water runoff increase, impacts to downstream facilities and properties, and identification of appropriate storm water quality management practices to the satisfaction of the Department of Transportation.

The Drainage Study must demonstrate the subject property has adequate existing and proposed storm drainage facilities. At a minimum, the drainage study, plans, and calculations shall include the following:

- The site can be adequately drained;
- The development of the site will not cause problems to nearby properties, particularly downstream 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 shall be required if said condition is not met or demonstrate that there are no downstream impacts.
- The ultimate drainage outfall of the project.

The improvements shall be completed to the approval of the Department of Transportation, prior to the filing of the parcel map or the applicant shall obtain an approved improvement agreement with security.

23. **Drainage, Cross-Lot:** 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. Any variations shall be approved by the County Engineer. 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. The site plans shall show drainage easements for all on-site drainage facilities. Drainage easements shall be provided where deemed necessary prior to the filing of the parcel map.
24. **Drainage Easements:** The site plans shall show drainage easements for all on-site drainage courses and facilities and shall be included on all improvement plans and on the parcel map.
25. **NPDES Permit:** At the time that an application is submitted for improvement plans or a grading permit, and if the proposed project disturbs more than one acre of land area (43,560 square feet), the applicant 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 Federal Clean Water Act and the California Water Code. 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 County, prior to building permit issuance, and by state law must be done prior to commencing construction.
26. **CEQA Review:** 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. Mitigation measures that are included in the 5 year CIP must have the CEQA processing completed to fulfill this condition as funded and programmed per the 2004 General Plan Policy TC-Xf.
27. **Electronic Documentation:** 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.
28. **TIM Fees:** The applicant shall pay the traffic impact fees in effect at the time a building permit is deemed complete.

**El Dorado County Fire Protection District**

29. The applicant shall submit a review fee of \$120.00 to the District. The District shall review and approve the project prior to filing of the parcel map.
30. The project shall meet the required fire flow of 1,000 gallons per minute @ 20psi for two hours. The District shall verify the required fire flow prior to filing the parcel map.

**Air Quality Management District**

31. The applicant shall make applications and pay the appropriate fees for a Fugitive Dust Plan. The District shall review and approve the plan prior to commencement of any construction.
32. The applicant shall comply with all District air quality rules during project construction.

**County Surveyor**

33. All survey monuments must be set prior to filing of the parcel map.
34. Prior to filing of the parcel map, a letter to the County Surveyor shall be required from all agencies that have conditions placed on the map. The letter shall state that “all conditions placed on P07-0050 by (that agency) have been satisfied.” The letter is to be sent to the County Surveyor and copied to the Consultant and the Applicant.
35. The applicant shall provide a Parcel Map Guarantee issued by a title company, showing proof of access to a State or County Maintained Road as defined in 16.44.120(B)(2).

# **ATTACHMENT 2 FINDINGS**

**FILE NUMBER Z07-0056/ P07-0050  
September 11, 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 Findings**

- 1.1 El Dorado County has considered the Negative Declaration together with the comments received during the public review process. The Negative Declaration reflects the independent judgment of the County and has been completed in compliance with CEQA and is adequate for this project.
- 1.2 No significant impacts to the environment as a result of this project were identified in the initial study.
- 1.3 The project will not affect wetlands, water courses, riparian lands, unique plant or animal life and habitats, or other terrestrial matters under the jurisdiction of the California Department of Fish and Game (CDFG). The project is subject to the CDFG environmental filing fee of \$1,876.75 and a \$50 El Dorado County processing fee based on CDFG Code Section 711.4 and Senate Bill 1535.
- 1.4 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.

### **2.0 Zone Change Findings**

#### **2.1 That the proposed Rezone is consistent with applicable general and specific plans;**

The proposed rezone from Estate Residential Five-acre (RE-5) to One-Acre Residential (R1A) is consistent with the General Plan which designates the parcel as High Density Residential (HDR) which allows for the proposed parcel sizes. The proposed R1A zoning is consistent within the Cameron Park Community Region.

### **3.0 Tentative Parcel Map Findings**

#### **3.1 That the proposed map is consistent with the applicable general and specific plans;**

The proposed Parcel Map would be consistent with the density requirements of the HDR land use designation, policies regarding public water and wastewater services, and consistent within the Cameron Park Airport.

#### **3.2 That the design or improvement of the proposed subdivision is consistent with the applicable general and specific plans;**

The proposed parcel sizes would be consistent within the HDR land use designation and comply with the Development Standards of the R1A Zone District.

#### **3.3 That the site is physically suitable for the type of development;**

No development would occur as part of the project. The site has been previously development with a primary and secondary residence and accessory structures. The site is not constrained with biological or topographical constraints. All future development would be required to demonstrate consistency with applicable policies and regulations.

#### **3.4 That the site is physically suitable for the proposed density of development;**

The site has been previously developed. No development would occur as part of the project. The creation of one additional parcel would result in additional density that could not be supported by the site. All adequate services and utilities are available to service the project.

#### **3.5 That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat;**

No improvements would occur as part of the project. The project would be required to connect to EID public water along Meder Road which has adequate capacity to serve the project.

#### **3.6 That the design of the subdivision or the type of improvements is not likely to create serious public health and safety problems or unacceptable fire risks to occupants or adjoining properties;**

The project would create one additional parcel. No hazardous design features or improvements would be associated with the project that would expose the public to additional hazards or unacceptable risks.

- 3.7 That the design of the subdivision or the type of improvements will not conflict with easement, 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 §6, 1988: prior code §9348)**

The project parcel does not contain existing easements acquired for the public at large. The project would dedicate the right-of-way along the property frontage on Meder Road as an Irrevocable Offer of Dedication to the County.