

**ELDORADO COUNTY DEVELOPMENT SERVICES  
PLANNING COMMISSION  
STAFF REPORT**



**Agenda of:** February 26, 2009

**Item No.:** 11

**Staff:** Jonathan Fong

**REZONE/PLANNED DEVELOPMENT/TENTATIVE PARCEL MAP**

**FILE NUMBER:** Z06-0002/ PD06-0002/P06-0001/Sunstone Business Park

**APPLICANT:** El Dorado Development Partnership Group

**REQUEST:** Request for a Rezone, Planned Development and Parcel Map:

**Rezone:** The Rezone would add the Planned Development (PD) Zoning overlay;

**Planned Development:** a Development Plan to allow the construction of 25 buildings totaling approximately 200,000 square feet.

**Parcel Map:** The phased Parcel Map would create 25 parcels ranging in size from 1-acre to 1.52-acres in size.

**Design Waivers:** Two Design Waivers have been requested to allow the following:

- 1) To omit the sidewalks along the proposed 'Road A' and 'Road B';
- 2) To reduce the right-of-way width requirement from 70 feet to 50 feet except at the project entrances.

**LOCATION:** The property is located on the south side of Sandstone Court, southwest of the intersection with Golden Foothill Parkway, in the El Dorado Hills Area, Supervisorial District II. (Exhibit A)

**APN:** 117-100-32

**ACREAGE:** 33.18 acres

**GENERAL PLAN:** Research and Development (R&D) (Exhibit B)

**ZONING:** Research and Development- Design Control (R&D-DC) (Exhibit C)

**ENVIRONMENTAL DOCUMENT:** Negative Declaration

**SUMMARY RECOMMENDATION:** Recommend conditional approval; deny Design Waiver 1 and approve Design Waiver 2.

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

**Project Description:** The application request is for a Rezone, Development Plan and Parcel Map. Included with the Development Plan request are Design Guidelines that would be adopted for the entire project.

**Rezone:** The Rezone would add the -Planned Development (-PD) zoning overlay to amend the parcel zoning from Research and Development- Design Control (R&D-DC) to Research and Development- Planned Development (R&D-PD).

**Planned Development:** The Development Plan would allow the construction of 25 buildings totaling 211,660 square feet of improvements. The individual buildings would range in size from 5,700 square feet to 12,375 square feet. As discussed in greater detail in the 'Zoning/Planned Development' Section below, the Development Plan allows flexibility of the Development Standards of the R&D Zone District. Also included with the Development Plan request would be the adoption of Design Guidelines for the project site. Adoption of specific Design Guidelines would supersede the Development Standards of the R&D Zone District listed in Chapter 17.35 of the Zoning Ordinance.

**Parcel Map:** The Parcel Map would create 25 parcels each approximately one-acre in size. Each of the proposed buildings would be sited on a separate parcel. The parcel map would be phased and is proposed to be filed in four phases.

**Utilities and Infrastructure:** The project would be served by the El Dorado Irrigation District for public water and sewer services. As discussed in the 'General Plan' Section below, due to the project size, a Public Facilities and Services Financing Plan would be required as a condition of approval to ensure that all services are available to serve the project at no burden to the surrounding properties in the area.

On-site road improvements would be required as a condition of approval. An on-site looped road system would be constructed and would provide two points of access onto Sandstone Court and Sunstone Court. Project constructed would be phased and would result in Phase 1 constructing a cul-de-sac road to provide temporary access to Phase 1 development. Prior to

approval of any subsequent phase, the applicant would be required to construct the remaining portions of the on-site road A to provide through access for the entire development.

**Site Description:** The approximately 33-acre project site is located in the western edge of the El Dorado Hills Business Park. The project site is currently undeveloped. Improvements on-site are limited to an existing rock-line ditch which runs along the western property boundary. Directly adjacent to the drainage ditch is a seven foot high sound wall between the Carson Creek Specific Plan area and the El Dorado Hills Business Park. Vegetation on-site is limited to native grasslands. The site does not contain any oak woodland habitat and is not know to contain special status plant species.

Slopes on-site are varied ranging from 580 feet to 490 feet above sea level. Three relative high points exist on-site located at 580, 560, and 545 feet above sea level. Slopes exceeding 30 percent total 0.5 percent of the site and are due to manmade grading for the parcel to the south.

**Adjacent Land Uses:**

	<b>Zoning</b>	<b>General Plan</b>	<b>Land Use/Improvements</b>
<b>Site</b>	R&D	R&D-DC	Undeveloped
<b>North</b>	R&D	R&D-DC	Existing Office/ Warehouse
<b>South</b>	R&D	R&D-DC	Existing Office/ Warehouse
<b>East</b>	R&D	R&D-DC	Existing Office/ Warehouse
<b>West</b>	CC-6K	AP	Carson Creek Specific Plan- Existing Residential

The project is located within the El Dorado Hills Business Park and is bounded to the north, south, and east by parcels within the Business Park. The proposed project would be consistent with the range of uses permitted by right and by special use permit within the Business Park.

The project site is located directly adjacent to existing residential uses within the Carson Creek Specific Plan. As required by the Carson Creek Specific Plan all residences within the Plan area maintain a 30-foot rear setback for all residences directly adjacent to the Business Park. Additionally, a seven foot high sound wall was constructed as a buffer from the Business Park. The R&D Zone District requires a 30-foot landscaped setback for all development constructed adjacent to a residentially-zoned land. The provision of the required setbacks within the Carson Creek Specific Plan and the R&D Zone District would result in a minimum distance of 60 feet and a seven foot high sound wall between any future use approved as part of this project.

**General Plan:** The General Plan designates the subject site as Research and Development (R&D). General Plan **Policy 2.2.1.2** states the purpose of the R&D designation is to provide for a range of office and light manufacturing in a campus setting. The proposed development would

provide for office and warehouse uses with Design Guidelines which require architecture and landscaping elements which would be consistent within the intent of the R&D district.

**Policy 2.2.1.3** establishes a maximum Floor Area Ratio (FAR) of 50 percent within the R&D district. The maximum allowable FAR for the 33.18-acre parcel would be 16.59-acres (722,660 square feet). The development would construct 211,660 square feet of building space on the 33.18-acre parcel. This would yield a FAR of 29.2 percent which would be consistent with **Policy 2.2.1.3**

**Policy 2.8.1.1** directs that nighttime light and glare from parking area lighting, signage, and buildings be reduced while combined with related design features, namely directional shielding for parking lot and outside building lighting, that could reduce effects from nighttime lighting.

Included with the Design Guidelines for the project are requirements that all outdoor lighting comply with the County standards including full cut-off requirements and shielding criteria. The initial application submittal included typical lighting plans for each building which demonstrate compliance with County outdoor lighting requirements. Development Services staff would review building permit submittals for consistency with this requirement.

Pursuant to General Plan **Policy 2.2.5.3** future rezoning shall 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 is located within the El Dorado Irrigation District boundaries. The project would be required to connect to public water and sewer services as a condition of approval. The District has indicated that adequate water service would be available to serve the project.

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

See #1 above.

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

See #1 above.

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

The project is located within the Buckeye Union School District. The commercial project would not increase the demand on elementary or high schools in the project area.

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

The project site is located within the El Dorado Hills Fire Department boundaries. The Fire Department has determined upon completion of the recommended conditions of approval, adequate fire protection would be available to serve the project.

**6. Distance to nearest Community Region or Rural Center;**

The project site is located within the El Dorado Hills Community Region.

**7. Erosion hazard;**

All grading activities are subject to the provisions of the El Dorado County Grading, Erosion, and Sediment Control Ordinance which would reduce potential erosion hazards to a less than significant level.

**8. Septic and leach field capability;**

No septic systems or leach fields would be constructed as part of the project.

**9. Groundwater capability to support wells;**

The residential development would be served by EID public water facilities. No well systems would be proposed.

**10. Critical flora and fauna habitat areas;**

The project site is located within Rare Plant Mitigation Area 2 which is defined as lands not know to have special status species or soil types capable of sustaining rare plants, but located within the EID Service Area. The project would be required to pay the Mitigation Area 2 fee at the time of building permit issuance.

**11. Important timber production areas;**

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

**12. Important agricultural areas;**

See #11 above.

**13. Important mineral resource areas;**

See #11 above.

**14. Capacity of the transportation system serving the area;**

The project would result in an increase in vehicular traffic in the project area. The traffic study prepared for the project recommended the signalization of the intersection at Windfield Way and White Rock Road. The on-site 'Road A' and 'Road B' would be constructed consistent with Standard Plan 101A, with sidewalks on one side of the road, which would provide a 40-foot wide travel lane within a 50-foot wide right of way.

The signal at the intersection of White Rock Road and Latrobe Road would be included in the County 20-year Capital Improvement Program (CIP). In accordance with **Policy TC-Xf** revised by the Board of Supervisors on July 1, 2008 and approved by the Voters as part of Measure Y on November 4, 2008, all non-residential and multi-family projects which would 'worsen' traffic would either be required to construct the necessary road improvements or ensure the road improvements are included in the 20-year CIP.

The County 20-year CIP includes funding for six traffic signals each year. It is anticipated that the White Rock Road/ Latrobe Road intersection will be signalized as part of the CIP. Accordingly, the project would be conditioned to pay their fair share as part of the Traffic Impact Mitigation (TIM) Fee program. Payment of the TIM fee would be considered their fair share.

**15. Existing land use pattern;**

The project would allow for a range of uses consistent with the permitted uses established by the Research and Development Zone District. The project is bounded to the west by developed residential parcels within the Carson Creek Specific Plan Area and to the north, south and east by R&D parcels within the Business Park.

The Development Plan would allow a range of uses consistent with the Development Standards of the R&D Zone District. Any future development of the site would be buffered by additional setbacks, landscaping and the existing sound wall as required by the Development Plan Design Guidelines.

**16. Proximity to perennial water course;**

The project site is located approximately 150 feet east of a mapped tributary of Carson Creek. The tributary lies entirely within the Carson Creek Specific Plan Area and has been subject to approved 404 Permits issued by the Army Corps of Engineers. The project would not impact the water course.

**17. Important historical/ archeological sites;**

The cultural resource study performed for the project site determined that no cultural or archeological features exist on the site.

**18. Seismic hazards and present active faults;**

The project site is not located in an area known to be exposed to seismic hazards or located near active faults.

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

The project would not conflict with existing CC&Rs. Any new CC&Rs prepared for the project would be subject to review and approval by the El Dorado Hills Business Park Association.

**Policy TC-5a** of the Transportation and Circulation Element would require the installation of curb and sidewalk within all Research and Development subdivisions. As discussed in the 'Design Waiver' Section below, the applicant has requested a Design Waiver to omit the sidewalk requirement on all the proposed roadways. The Department of Transportation has reviewed the Design Waiver request and has recommended approval of this requirement.

**Policy 10.2.1.5** of the Economic Development Element would require the submittal of a Public Facilities and Services Financing Plan for any commercial project 20 acres or larger or greater than 100,000 square feet in size. The plan would insure that any infrastructure, services, and maintenance required as part of the project would not result in a burden to existing residents. The project would require submittal of the Plan prior to issuance of any permits for the project.

The project has been reviewed in accordance with the El Dorado County 2004 General Plan policies and it has been determined that the project is consistent with the General Plan. Findings of consistency with the General Plan are provided in Attachment 2.

**Zoning/Planned Development:** The subject site is zoned Research and Development (R&D). The purpose of the R&D Zone District is to provide high technology, non-polluting manufacturing plants, and related facilities in a campus-like setting. Pursuant to Section 17.35.020, the proposed uses would be consistent within the R&D zone.

Included with the proposed Development Plan are Design Guidelines for the project site.

**Permitted Uses:** Section 17.35.020 of the Zoning Ordinance establishes permitted uses within the R&D Zone District. The Development Plan does not incorporate any uses permitted by right beyond those enumerated in Section 17.35.020, except Veterinary clinics which would be allowed by right within the R&D Zone and would be deviation from the uses currently allowed by right as part of the R&D Zone District.

**Uses Permitted By Special Use Permit:** Section 17.35.025 of the Zoning Ordinance establishes uses permitted by Special Use Permit. The Development Plan does not incorporate uses allowed by Special Use Permit. A hotel and conference center would be requested as a use subject to approval by the Planning Commission as part of the PD.

Pursuant to Section 17.04.030 B(3) as part of the PD application request, modifications to the requirements of the R&D Zone District are allowed subject to adoption of PD Findings of Approval by the Planning Commission. The requested Hotel and Conference Center use would only be allowed through the Special Use Permit application process wherein all necessary supplementary documentation would be provided to evaluate the environmental impacts and computability requirements prior to approval. No analysis of the proposed use was included as part of this application request. Therefore prior to approval of such use, a full discretionary review would be required as part of the Special Use Permit permitting process.

**Development Standards:** Section 17.35.030 A through M of Zoning Ordinance establishes Development Standards within the R&D Zone District. Included with the project request would be the PD application and Design Guidelines which would allow variation from the R&D Zone District requirements. Noted below are sections of the R&D Standards which would be modified through application of the PD request.

**Lot Size Requirements:** As shown on the Site Plan, the project would allow parcel sizes ranging from 1-acre to 1.09-acres. As part of the PD request, the project would request reduced lot sizes, building coverage, and lot widths.

**Signage:** Section F requires the submittal of a uniform sign package requiring that signage not exceed either one freestanding sign no greater than 50 square feet in area or twelve feet in height or two signs attached to the face of the building not exceeding 80 square feet.

The proposed PD Design Guidelines would allow up to two building mounted signs not to exceed 50 square feet and one monument sign not to exceed 80 square feet. Additionally, two entry monument signs would be installed at the project entrances along Sandstone Court and Suncast Lane. The Design Guidelines would also require the submittal of a sign package to Development Services for review and approval prior to approval of a building permit.

**Parking:** The proposed PD Design Guidelines have incorporated the parking requirements established in the Off-Street Parking and Loading Chapter of the Zoning Ordinance.

Section 17.18.080 C(2) of the Zoning Ordinance requires loading spaces for all commercial and industrial development and establishes that all loading spaces be a minimum of 12 feet in width and 40 feet in length. The Development Plan Design Guidelines would reduce the loading space requirement to 9 feet in width and 18 feet in length. In addition, the Design Guidelines exempt certain uses from adhering to the loading space requirements as indicated on Page 29 of the Design Guidelines. All industrial uses would be required to provide loading spaces.

**Design Waivers:** The applicant has requested two Design Waivers as part of the project:

**1) To omit the sidewalks along the proposed 'Road A' and 'Road B';**

The submitted Design Waiver request would allow the required road improvements to be constructed without sidewalks. The sidewalk improvement requirement is included as part of Standard Plan 101A as part of the Design and Improvement Standards Manual.



The requested Design Waiver to waive the sidewalks would be consistent within the El Dorado Hills Business Park which currently has few sidewalks throughout the Business Park. However, **General Plan Policy TC-5b** requires sidewalk within all Research and Development subdivisions. Because the sidewalk requirement is a General Plan Policy, it cannot be waived by a Design Waiver request. Therefore, Planning Services staff has recommended denial of this request. The Department of Transportation has reviewed the Design Waiver request, but due to Policy TC-5b, has conditioned the project to construct sidewalk on one side of the proposed roadway.

**2) To reduce the right-of-way width requirement from 70 feet to 50 feet except at the project entrances.**

The project has been design to provide 40 foot wide travel lanes. The 50-foot right-of- way would be adequate to accommodate the proposed road widths. The additional right-of-way would not be required and no additional road widening would be likely throughout the project site. The Department of Transportation has recommended approval of the Design Waiver request. Design Waiver Findings of Approval has been included in Attachment 2 of the Staff Report.

**ENVIRONMENTAL REVIEW**

Staff has prepared an Initial Study (Environmental Checklist with Discussion attached) to determine if the project may have a significant effect on the environment. Based on the Initial Study, conditions have been added to the project to avoid or mitigate to a point of insignificance the potentially significant effects of the project.

The project would not result in significant impacts to natural resources in the area. The project would not impact native oak canopy or any rare or endangered species. The site has been disturbed under a previously approved grading permit. Staff has determined that there is no substantial evidence that the proposed project as conditioned would have a significant effect on the environment, and a Negative Declaration has been prepared.

In accordance with State Legislation (California Fish and Game Code Section 711.4), the project is subject to a fee of \$1,933.00 after approval, but prior to the County filing the Notice of Determination on the project. This fee and a \$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:** Staff recommends that the Planning Commission forward a recommendation that the Board of Supervisors take the following actions:

1. Adopt the Negative Declaration based on the initial study prepared by staff; and
2. Approve Rezone Z06-0002, Planned Development PD06-0002 adopting the Development Plan as the official development plan, and Parcel Map P06-0001, subject to the Conditions of Approval in Attachment 1, based on the Findings in Attachment 2.
3. Approve Design Waiver #2 based on the Findings in Attachment 2; and
4. Deny Design Waiver #1, since the required Findings cannot be made as noted in Attachment 3.

### **SUPPORT INFORMATION**

#### **Attachments to Staff Report:**

Attachment 1 .....Conditions of Approval  
Attachment 2 .....Findings of Approval  
Attachment 3 .....Findings of Denial

Exhibit A .....Vicinity Map  
Exhibit B .....Assessor's Parcel Map  
Exhibit C .....General Plan Land Use Map  
Exhibit D .....Zoning Map  
Exhibit E .....Site Plan  
Exhibit F .....Tentative Parcel Map (Overall Map)  
Exhibit G .....Lighting Plan (typical)  
Exhibit H .....Landscaping Plan (streetscape)  
Exhibit I .....Landscaping Plan (typical)  
Exhibit J .....Planned Development/ Design Guidelines  
Exhibit K .....Environmental Checklist

**ATTACHMENT 1**  
**CONDITIONS OF APPROVAL**

**FILE NUMBER Z06-0002/ PD06-0002/ P06-0001**  
**Sunstone Business Park**

1. This rezone, parcel map and planned development is based upon and limited to compliance with the project description, the Planning Commission hearing exhibits marked Exhibits E-J, February 26, 2009, 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 rezone, planned development, and parcel map to allow for an office and warehouse development.

Rezone to add the Planned Development overlay to change the parcel zoning from Research and Development (R&D) to Research and Development- Planned Development (R&D- PD).

The Development Plan allows the construction of 25 buildings totaling 211,660 square feet of improvements. The individual buildings would range in size from 5,700 square feet to 12,375 square feet. The Development Plan includes the adoption of Design Guidelines for the project site which supersede the Development Standards of the R&D Zone District listed in Chapter 17.35 of the Zoning Ordinance.

A phased Parcel Map creating 25 parcels each approximately one-acre in size. Each of the proposed buildings would be sited on a separate parcel. The parcel map is proposed to be filed in four phases.

One Design Waiver would be approved to allow the following:

The right-of-way width requirement is reduced from 60 feet to 50 feet except at the project entrances.

2. All development within the project shall comply with the Development Plan and Design Guidelines approved as part of the Development Plan. Planning Services staff shall verify compliance with the Design Guidelines prior to issuance of any permit.
3. Unless stated in the Development Plan and Design Guidelines all development within the project shall comply with applicable ordinances or Development Standards of the County Code.

4. The applicant shall prepare a Public Facilities and Services Financing Plan as required by General Plan Policy 10.2.1.5. The Plan shall be submitted to Planning Services and shall be reviewed and approved by the County prior to the issuance of any permits for the project.
5. All Development Services fees shall be paid prior to clearance by Development Services of the parcel map.
6. 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.

#### **El Dorado Hills Fire Department**

7. The potable water system for the purpose of fire protection for this commercial development shall provide a minimum fire flow of 1,500 gpm with a minimum residual pressure of 20 psi for a two hour duration. This fire flow shall be in excess of the maximum daily consumption rate for this development. A set of engineering calculations reflecting the fire flow capabilities of the system shall be supplied to the Fire Department for review and approval.
8. This development shall install Mueller Dry Barrel Fire hydrants conforming to the El Dorado Irrigation District specifications for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 300 feet. The exact location of each hydrant and all fire protection system devices shall be determined by the Fire Department.
9. To enhance the nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with a blue reflective marker as specified by the Fire Department and the Fire Safe Regulations.
10. In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in

service prior to framing of any combustible members as specified by the El Dorado Hills Fire Department Standard 103.

11. This development shall be prohibited from installing any type of traffic calming devices that utilize a raised bump or a lower dip section of roadway.
12. Each building shall be addressed in accordance with the Fire Department requirements.
13. The applicant shall provide the Fire Department with a CD that contains all the CAD files for the project.
15. The fire access roadways servicing all buildings shall be designed to accommodate a 40-foot inside and a 56-foot outside turn radius.
16. All buildings shall be fire sprinklered in accordance with NFPA-13, 2007 edition, and the Fire Department requirements.
17. This development shall provide a minimum of two unobstructed access roadways during the construction of any building.
18. All trash enclosures shall be located a minimum of 5 feet from a building wall.
19. The minimum ingress and egress width for emergency response vehicles shall be 20 feet.
20. A KNOX box shall be installed on each building to contain the master key to open all exterior doors.

**El Dorado County Department of Transportation**

21. **Road Design Standards:** The applicant shall construct all roads in conformance with the Design and Improvements Standard Manual (DISM), as shown in Table 1. The improvements shall be completed to the satisfaction of the Department of Transportation (DOT) or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the map: (the requirements outlined in Table 1 are minimums)

<b>Table 1</b>					
<b>ROAD NAME</b>	<b>DESIGN STANDARD PLAN</b>	<b>ROAD WIDTH*</b>	<b>RIGHT OF WAY**</b>	<b>DESIGN SPEED</b>	<b>EXCEPTIONS/ NOTES</b>
Road A	Std Plan 101A	40ft	50ft <i>IOD required</i>	25 mph	Type 2 vertical curb and gutter, one side only along the frontage of lots 10, 11, 12, 13, and 16
Road B	Std Plan 101A	40ft	50ft <i>IOD</i>	25 mph	Type 2 vertical curb and gutter, on one side only along

			<i>required</i>		the frontage of lots 10, 13, 14, 15, and 16
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\* Road widths are measured from curb face to curb face or edge of pavement to edge of pavement if no curb (traveled way). Curb face for rolled curb and gutter is 6" from the back of the curb.

\*\* Non-exclusive road and public utility easements included

22. **Offer of Dedication:** Prior to filing of map, the applicant shall irrevocable offer to dedicate 60 of right of way along Road 'A' and Road 'B'. This offer shall be rejected by the County.
  
23. **Dead End Roads:** Pursuant to Article 2, Section 1273.09 of the SRA Fire Safe Regulations, the maximum length of a dead-end road, including all dead-end roads accessed from the dead-end road, shall not exceed the following cumulative lengths, regardless of the numbers of parcels served:
  - parcels zoned for less than one acre-----800 feet
  - parcels zoned for 1 acre to 4.99 acres-----1320 feet
  - parcels zoned for 5 acres to 19.99 acres -----2640 feet
  - parcels zoned for 20 acres or larger -----5280 feet

All lengths shall be measured from the edge of the roadway surface at the intersection beginning the road to the end of the road at its farthest point. Where a dead-end road crosses areas of differing zoned parcel sizes, requiring different length limits, the shortest allowable length shall apply. The lengths of all dead-end roads shall be graphically depicted and identified on the site and improvements plans prior to the filing of the map.

24. **Turnaround:** The applicant shall provide a turn around *at the end of the roadways* used for phasing to the provisions of County Standard Plan 114 or approved equivalent. The improvements shall be completed to the satisfaction of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the map.

**FRONTAGE AND OFFSITE IMPROVEMENTS**

25. The applicant shall obtain an encroachment permit from DOT and shall construct the roadway encroachments from Proposed Street A, onto Suncastr Lane and Sandstone Road to the provisions of County Design Standard 103G. The improvements shall be completed to the satisfaction of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the map.

**IRREVOCABLE OFFERS OF DEDICATION/EASEMENTS**

26. **Cut Slopes:** Per the El Dorado County Grading Design Manual, the top of cut slopes shall not be made nearer a permit area boundary line than one fifth the vertical height of cut with a minimum of two (2) feet and a maximum of ten (10) feet. The setback may need to be increased for required interceptor drains. 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.

27. **Fill Slopes:** Per the El Dorado County Grading Design Manual, the toe of the fill slope shall not be made nearer to the permit area boundary line than one half the height of the slope with a minimum of two (2) feet and a maximum of twenty (20) feet. Where a fill slope is to be located near the permit area boundary and the adjacent off-site property is developed, special precautions shall be incorporated in the work as the building official deems necessary to protect the adjoining property from damage as a result of such grading. 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.
28. **Offsite Easements:** Applicant shall provide all necessary recorded easements for the drainage, slope and road improvements crossing the property line prior to approval of the improvement plans.

#### **DOT STANDARD CONDITIONS**

29. **Easements:** All applicable existing and proposed easements shall be shown on the project plans.
30. **Road & Public Utility Easements:** The applicant shall provide a 40 foot wide and 30 foot wide non-exclusive road and public utility easements for the on-site access roadways as indicated in Table 1 above prior to the filing of the map.
31. **Signage:** The applicant shall install all necessary signage such as stop signs, street name signs, and/or "not a county maintained road" road sign as required by the Department of Transportation prior to the filing of the map. The signing and striping shall be designed and constructed per the latest version of the Manual Uniform Traffic Control Devices (MUTCD) and the California Supplement.
32. **Sidewalks:** Sidewalks may be located outside the right-of-way and meander as a means to provide interest and variety in alignment. The alignment and design of the sidewalks shall be reviewed and approved by the Department of Transportation prior to issuance of building permits. Pedestrian easements shall be provided where necessary. Final lane configurations, including the need for additional rights-of-way, shall be subject to review and approval of the Department of Transportation prior to improvement plan approval.
33. **Curb Returns:** All curb returns, at pedestrian crossing, will need to include a pedestrian ramp with truncated domes per Caltrans Standard A88A and four feet of sidewalk/landing at the back of the ramp.
34. **Maintenance Entity:** The proposed project must form an entity for the maintenance of any shared or common: private roads, parking facilities, landscaping, signs and drainage

facilities. If there is an existing entity, the property owner shall modify the document if the current document does not sufficiently address maintenance of the roads, parking facilities, landscaping, signs, and drainage facilities of the current project. DOT shall review the document forming the entity to ensure the provisions are adequate prior to filing of the map.

35. **Common Fence/Wall Maintenance:** 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).
36. **Water Quality Stamp:** All new or reconstructed drainage inlets shall have a storm water quality message stamped into the concrete, conforming to the Storm Water Quality Design Manual for the Sacramento and South Placer Regions, Chapter 4, Fact Sheet SD-1. All stamps shall be approved by the El Dorado County inspector prior to being used.
37. **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.
38. **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.
39. **Road Improvement Agreement & Security:** The developer shall enter into a Road Improvement Agreement (RIA) with the Department of Transportation for all roadway, frontage, and intersection improvements. The developer shall complete the improvements to the satisfaction of DOT or provide security to guarantee performance of the RIA as set forth within the County of El Dorado Subdivision Division Ordinance, prior to filing of the map.
40. **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.
41. **Grading Permit / Plan:** 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 prior to occupancy clearance.



42. **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.
43. **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.
44. **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.
45. **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.

Pursuant to Section 1.8.3 of the Drainage Manual, the report shall be prepared by a Civil Engineer who is registered in the State of California. The improvements shall be completed to the approval of the Department of Transportation prior to the filing of the final map or the applicant shall obtain an approved improvement agreement with security.

46. **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 final map.
47. **Drainage Easements:** Pursuant to Section 4.D of the DISM, the site plans shall show drainage easements for all on-site drainage courses and facilities and shall be included on all improvement plans and / or on the final map.
48. **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.
49. **Off-site Improvements (Security):** Prior to the filing of a final map, the applicant shall enter into an agreement pursuant to Government Code Section 66462.5 to complete the required offsite improvements, including the full costs of acquiring any real property interests necessary to complete the required improvements. In addition to the agreement, the applicant shall provide a cash deposit, letter of credit, or other acceptable surety in the amount sufficient to pay such costs, including legal costs, subject to the approval of County Counsel.
50. **Off-site Improvements (Acquisition):** As specified in the Conditions of Approval, the applicant is required to perform off-site improvements. If it is determined that the

applicant 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 applicant'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, the applicant 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.

In addition to the agreement the applicant 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.

51. **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.
52. **TIM Fees:** The applicant shall pay the traffic impact mitigation fees in effect at the time a building permit is deemed complete.

#### **El Dorado County Surveyor**

53. All survey monuments shall be set prior to filing and recording the parcel map.
54. Prior to filing the Parcel Map, a letter to the County Surveyor shall be required from all agencies that have conditions place on the map. The letter shall state that all conditions placed on the map by that agency have been met.

**ATTACHMENT 2**  
**FINDINGS FOR APPROVAL**

**FILE NUMBER Z06-0002/ PD06-0001/ P06-0001**

**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 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 General Plan Findings**

**2.1 The project is consistent with the General Plan.**

The project would allow for a range of uses consistent within Research and Development (R&D) land use designation.

The proposal is consistent with the intent of General Plan Policies 2.2.1.5, 2.2.3.1, 2.8.1.1, TC-Xf, TC-5b, 5.1.2.1, 7.3.5.1, 7.3.5.2, 7.4.4.2, 9.1.2.4, and 9.1.2.8 concerning the requirement for a Planned Development request, the floor/area ratio, lighting glare, traffic impacts, landscaping, and the inclusions of provisions that promote non-vehicular travel. Because of the project's provisions of adequate access, site design, and attention to architectural design features that fit within the context of the surrounding uses, it is consistent with the General Plan policies identified above.

**3.0 Zoning Findings**

**3.1 The project is consistent with the El Dorado County Zoning Ordinance.**

The project would allow for a range of uses consistent within the Research and Development Zone District.

The project would include the adoption of Development Plan and Design Guidelines which would allow deviation from the Development Standards of the R&D district. The requested deviation would not substantially vary from the intent of the R&D district would remain.

#### **4.0 ADMINSTRATIVE FINDINGS**

##### **4.1 Planned Development Findings**

###### **4.1.2 The planned development zone request is consistent with the General Plan.**

The Development Plan would allow land uses consistent within the R&D land use designation. Adequate vehicular access would be provided and no incompatibilities would result as part of the project. The project has been development to comply with applicable General Plan Policies as well as applicable policies of the Carson Creek Specific Plan.

###### **4.1.3 The proposed development is so designed to provide a desirable environment within its own boundaries.**

The project has been designed to provide adequate landscaping and parking for the site. Streetscape landscaping design criteria have been incorporated within the Design Guidelines to achieve a desirable environment within the project boundaries.

###### **4.1.4 Any exceptions to the standard requirements of the zone regulations are justified by the design or existing topography.**

Adoption of the Development Plan would allow for incorporation of Design Guidelines as part of the project. The Design Guidelines would allow for a specific list of permitted uses which deviates from the Development Standards of the R&D Zone District. Flexibility has been incorporated to allow reduced lot sizes not allowed within the R&D Zone District.

To justify the exceptions to R&D regulations, the Design Guidelines would include strict criteria to ensure the objectives and goals of the R&D Zone District would be achieved. Specific landscaping, lighting, building siting, and construction criteria are included which would maintain a desirable environment within the project boundaries.

###### **4.1.5 The site is physically suited for the proposed uses.**

The 33-acre site is mildly sloped with no significant biological features on-site. The proposed project would not require the degradation of significant biological or riparian resources as a result of the project.

###### **4.1.6 Adequate services are available for the proposed uses, including, but not limited to, water supply, sewage disposal, roads and utilities.**

The project is located within the El Dorado Hills Business Park which has adequate utilities and infrastructure to service the project.

**4.1.7 The proposed uses do not significantly detract from the natural land and scenic values of the site.**

The proposed uses do not significantly detract from the natural land and scenic values of the site since it is devoid of native trees and shrubs.

**4.2 Parcel Map Findings**

**4.2.1 The proposed parcel map, including design and improvements, is consistent with the General Plan policies and land use map.**

The proposed office and warehouse uses are consistent within the R&D land use designation. The proposed size of the development would be consistent with the Floor Area Ratio allowed within the R&D land use designation. The project has been designed to comply with applicable General Plan policies.

**4.2.2 The proposed parcel map does conform to the applicable standards and requirements of the County's zoning regulations and the Minor Land Division Ordinance.**

Through the application of the PD, the project is consistent with the minimum parcel size requirements of the R&D zone district and is consistent with the Development Standards of the zone district. Adequate parking and landscaping would be provided. All roads and encroachments would be consistent with the County Design Manual.

**4.2.3 The site is physically suitable for the proposed type and density of development.**

The site contains no natural features that would be impacted by the proposed type or density of development. The proposed land uses would not exceed the FAR of the R&D land use designation. The proposed office and warehouse uses would be suitable for the site.

**4.2.4 The proposed parcel map is not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat.**

The project site is devoid of natural features. No oak canopy or riparian areas are located onsite. The site has been previously disturbed under an approved grading permit.

**4.2.5 The design of the parcel map is not likely to cause serious public health hazards.**

The project has been designed to provide adequate circulation through the development. Encroachments onto the County roads are consistent with the Design and Improvement Standards Manual. The proposed office and warehouse land uses would not be likely to cause public hazards.

## **5.0 Design Waiver Findings**

### **5.1 Design Waiver #2: To reduce the right-of-way width requirement from 60 feet to 50 feet except at the project entrances.**

#### **5.1.1 There are special conditions or circumstances peculiar to the property proposed to be subdivided which would justify the waiver,**

The project has been designed to meet the road width requirements of Standard Plan 101A. The designed improvements could be constructed within a 50 foot right-of-way; thus the 60-foot right-of-way would be unnecessary.

#### **5.1.2 Strict application of the design or improvement requirements of this chapter would cause extraordinary and unnecessary hardship in developing the property,**

The 70-foot right-of-way is a requirement of the General Plan. As discussed above, the required road improvements could be developed within the reduced 50 foot right-of-way. The additional 10 feet of right-of-way would be unnecessary and would restrict future development potential of the proposed lots.

#### **5.1.3 The waiver would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public,**

All required road improvements would be constructed within the reduced right-of-way. The reduction in the right-of-way width would not result in any hazards or would be injurious to the health, safety, and welfare of the public.

#### **5.1.4 The waiver would not have the effect of nullifying the objectives of this article or any other law or ordinance applicable to the subdivision.**

The required road improvements would be constructed consistent with the Design and Improvement Standards Manual and the Fire Safe Regulation. The reduced right-of-way would not conflict with any applicable County ordinances or policies.

**ATTACHMENT 3**  
**FINDINGS FOR DENIAL**

**FILE NUMBER Z06-0002/ PD06-0001/ P06-0001**

**1.0 Design Waiver Findings**

**1.1 Design Waiver #1: To omit the sidewalks along the proposed ‘Road A’ and ‘Road B’;**

**1.1.1 There are no special conditions or circumstances peculiar to the property proposed to be subdivided which would justify the waiver,**

The project site does not contain unique topographical constraints or biological resources that would prohibit the construction of the required sidewalk. The site is undeveloped and would allow for construction of the sidewalks and would not impair the development potential of the project site.

**1.1.2 Strict application of the design or improvement requirements of this chapter would Not cause extraordinary and unnecessary hardship in developing the property,**

The sidewalk requirements would not be a hardship on the project. The development would be required to construct a new looped roadway system providing a 40 foot wide travel lane throughout the development. The Department of Transportation has allowed a reduction of the sidewalk requirement limiting the improvements to one side of the road only.

**1.1.3 The waiver would be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public,**

The sidewalk improvements would be a benefit to the pedestrians utilizing the sidewalk. The absence of non-motorized transportation means would result in a hazardous environment between vehicular traffic and pedestrians within the development.

**1.1.4 The waiver would have the effect of nullifying the objectives of this article or any other law or ordinance applicable to the subdivision.**

The sidewalks are required by General Plan Policy TC-5b. Approval of this Design Waiver would be inconsistent with the General Plan and would result in a detriment to the health, safety and welfare of the general public in the area.