

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



**Agenda of:** January 26, 2012  
**Item No.:** 9.a  
**Staff:** Mel Pabalinas

**REZONE/PLANNED DEVELOPMENT/TENTATIVE MAP**

**FILE NUMBER:** Z11-0001/PD11-0001/TM11-1502/Treviso II

**APPLICANT:** Ridgeview Homes West, LLC

**AGENT:** CTA Engineering and Surveying

**REQUEST:** The project consists of the following requests:

1. Rezone of property from One-Acre Residential-Planned Development (R1A-PD) to One-Family Residential-Planned Development (R1-PD) and Open Space-Planned Development (OS-PD);
2. Development Plan for the proposed clustered residential subdivision (Treviso II) to include 20 residential lots, one open space lot, and modified One-Family Residential (R1) zone district development standards;
3. Tentative Subdivision Map dividing a 6.98-acre lot into twenty (20) Class I residential lots ranging in size from 5,181 square feet to 62,012 square feet, one private road (Lot R) measuring 0.46 acre, and one Open Space lot measuring 2.27 acres;
4. Design Waivers of the following Design and Improvement Standards Manual (DISM) Standard Plan standards:
  - a. Reduction of right-of-way from 50 feet to 31 feet for private road (Lot R) Via Treviso;
  - b. Reduction of sidewalk width from 6 feet to 4 feet and placement of sidewalk on one side of private road Lot R;

- c. Reduction of off-site road pavement width (Via Barlogio) from 36 feet to 24 feet wide without standard sidewalk and curb and gutters; and
  - d. Increase the maximum driveway gradient from 16% to 20% serving Lot 20.
5. Findings of Consistency with General Plan Policy 7.3.3.4 in accordance with the Interim Interpretive Guidelines to reduce setback from 50 feet to 25 feet from an identified wetland.

**LOCATION:** The project is located at the terminus of existing Via Treviso, approximately 1,361 feet north of intersection with Crestline Circle, in the El Dorado Hills area, Supervisorial District 1 (Exhibit A)

**APN:** 120-700-07

**ACREAGE:** 6.98 acres (Exhibit B)

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

**ZONING:** One-Acre Residential District-Planned Development (R1A-PD) (Exhibit D)

**ENVIRONMENTAL DOCUMENT:** Mitigated Negative Declaration

**RECOMMENDATION:** Staff recommends the Planning Commission forward a recommendation to the Board of Supervisors to take the following actions:

1. Adopt the Mitigated Negative Declaration based on the Initial Study prepared by staff;
2. Adopt the Mitigation Monitoring Reporting Program in accordance with CEQA Guidelines Section 15074(d);
3. Approve Rezone Z11-0001 based on Findings in Attachment 2;
4. Approve Planned Development PD11-0001, approving the Development Plan as the official Development Plan, subject to the Conditions of Approval in Attachment 1 and based on the Findings in Attachment 2;
5. Approve Tentative Map TM11-1502 subject to Conditions of Approval in Attachment 1 and based on the Findings in Attachment 2;
6. Approve the following Design Waivers based on the Findings in Attachment 2:

- a. Reduction of right-of-way from 50 feet to 31 feet for private road (Lot R) Via Treviso;
  - b. Reduction of sidewalk width from 6 feet to 4 feet one and placement of sidewalk on one side of private road Lot R;
  - c. Reduction of off-site road pavement width (Via Barlogio) from 36 feet to 24 feet wide without standard sidewalk and curb and gutters; and
  - d. Increase the maximum driveway gradient from 16% to 20% serving Lot 20.
7. Approve a reduction of wetland setback from 50 feet to 25 feet based on the findings in Attachment 2 and in accordance with Interim Interpretive Guidelines for General Plan Policy 7.3.3.4 (Wetland Buffers and Setbacks).

## **BACKGROUND**

The following details the background of the proposed project with relation to the original Ridgeview West residential development under tentative map TM95-1309 and Planned Development PD95-0015.

### Ridgeview West Tentative Map

Ridgeview West is a Class I planned residential development originally approved by the El Dorado County Board of Supervisors on August 6, 1996 (Exhibit E). This 118-acre site was originally a part of an older subdivision called Ridgeview Equestrian. Ridgeview West consisted of a subdivision into 85 R1A-PD zone residential lots identified in four development phases (Phases 1A, 1B, II, and III). The approved lots range in size from 0.32 acre to 2 acres, a 4-acre Remainder Lot for future development, and a 36-acre Open Space lot. With a net residential density of 0.72 du/ac which is below the range of 1-5 du/ac permitted under the High Density Residential land use designation, the Ridgeview West was determined to be consistent without the need for consistency rezoning. The subject project site (Treviso II) is located within Phase 1B portion of this original tentative map. A marketing name of Villadoro was assigned to the entire Ridgeview West development.

Phase 1B, which is located on the southern end of the original Ridgeview West tentative map, contains a total of 13 residential lots (identified as Lot Nos. 32 through 44). These lots are accessed via a residential street Westar Lane, which is now called Via Treviso. Via Treviso is as a dead-end road that would serve a total of 27 lots which consists of 13 approved lots in Phase 1B and 14 approved lots from the adjacent subdivision (Ridgeview Village Estates) to the south. The County Design and Improvement Standards Manual (DISM) limits the amount of lots served by a dead-end road measuring 500 feet in length without an adequate secondary access road at 24.

To maintain consistency with the DISM, the Ridgeview West tentative map was conditioned to accomplish one of the following alternatives for the development of Phase 1B lots: 1) remove three lots from Phase 1B of the subdivision by merging with other contiguous residential lots or open space lot to the north; or 2) designate three lots as one parcel to be reserved for future development and preclude development until a Certificate of Compliance, Parcel Map, or Subdivision Map is

secured when Via Treviso becomes a through road providing secondary access. During processing of this tentative map, the Promontory Specific Plan was also in process. Specifically, the Village 8 area of the specific plan identifies a potential location of connectivity for secondary access in the vicinity of Phase 1B lots. Exhibit F depicts the Circulation Map for the Promontory Specific Plan including reference to the Ridgeview West.

In July 2002, the Planning Commission approved a revision of the original Ridgeview West map (Exhibit G). The revision consisted of re-configuration the residential lots and modification to subdivision road improvements. As a result of this revision, one residential lot was relocated from Unit 4 (shown as Lot N in the exhibit) to the northern portion of the subdivision. The net lot quantity in Phase 1B is 12 lots. The development phasing for Ridgeview West were re-designated as Units 1 to 5 with Phase 1B assigned as Unit 4. In August 2005, ownership of Unit 4 was acquired by the applicant and identifying these lots with a marketing name of Treviso.

In January 2007, a minor revision to Unit 4 for consistency review with the 2002 revised Ridgeview West Tentative Map was approved at staff level (Exhibit H). The revision reconfigured the size of the lots but maintained the total amount at 12. This review also involved an environmental determination of Categorical Exemption under CEQA of the future improvements associated with the construction of a portion of an off-site road connection through the western bordering parcels within Village 8 of the Promontory Specific Plan Area connecting to Tucher Way in the City of Folsom (Sacramento County). As further discussed below, construction of this future public road and secondary access, Via Barlogio, would be the responsibility of the developers of Ridgeview West Unit 4 or Village 8 Promontory Specific Plan.

Since the approval of the Ridgeview West tentative map, 78 of the original 84 approved (reduced from 85 lots) lots have been recorded. On December 14, 1999, Unit 1 was recorded consisting of 23 lots. Unit 2 was approved on June 10, 2003 recording 34 lots. Unit 3 was recorded in July 2005 consisting of 15 lots. These units are under Villadoro marketing name.

On December 12, 2007, Unit 4 lots under Treviso were recorded consisting of six residential lots and a large lot, Lot A which measures 6.9 acres (Exhibit H.1). Lot A is reserved for future development with an approved tentative map lotting for six lots, which remains unrecorded.

### Treviso I

In August 2009, the Planning Commission approved a revised tentative map and development plan for Unit 4 of Treviso I proposed by Ridgeview Homes, LLC. The approved project included an amendment to the Recorded Map for Unit 4 and revision to Ridgeview West Tentative Map re-subdividing two of the recorded lots into four and revising underlying tentative map lots from six to four. The total net lot count within the entire Treviso site remained at 12, thereby not triggering the need for the secondary road access (Via Barlogio). The basis for the revision was to realize the maximum benefit of the existing physical improvements that were installed with the recorded lots in the original Unit 4 including construction of a portion of Via Treviso at its current terminus and installation of wet and dry utilities to serve to future development of these lots.

### **ANALYSIS**

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

### Overview

The Rezone, Planned Development, and Tentative Map are subject to the applicable standards under Chapters 16 (Subdivision Ordinance) and 17 (Zoning Ordinance) of the El Dorado County Code and State Subdivision Map Act (Government Code 66410) and policies of the El Dorado County General Plan. The project would result in the creation of a Class I subdivision containing 19 mass pad detached residential lots and one (1) custom graded lot that would be served by public water and sewer. Direct access to the lots would be via a private road extending from the existing Via Treviso.

### Project Description

#### 1. Rezone

The proposed rezone would change the current zoning of the 6.98-acre property from One-Acre Residential-Planned Development (R1A-PD) to 4.71 acres of One-Family Residential-Planned Development (R1-PD) and 2.27 acres Open Space-Planned Development (OS-PD) (Exhibit I).

#### 2. Planned Development

As a planned residential development, Treviso II is proposed to be clustered utilizing special development and engineering techniques allowing for efficient use of land and minimizing unnecessary effects to sensitive resources. As shown in Exhibits J and K, Lots 1-19 are designed to be mass pad graded with defined building envelopes. Lot 20, which is larger in size and is designed as a flag lot as defined by the DISM, also contains a building envelope. Modification to specific development standards is proposed to accommodate flexibility in developing the site. Road and public utilities to would be extended and constructed in order to serve the development. Specifically, given the amount of lots at the end of a dead-end road (Via Treviso), development of the subdivision would require the construction of Via Barlogio.

The following topics detail specific components of the proposed development.

Roads and Circulation: As shown in Table 1 and Exhibits J and K, the roads and related improvements serving the subdivision would be constructed based on applicable standards of the DISM. Specifically, Lot R, identified as the private road extended from the existing Via Treviso, would be paved to a 30-foot wide with necessary curb and gutters and a 4-foot sidewalk on the west side.

The proposed development would require the construction of Via Barlogio which would provide a necessary secondary road access to serve the development. Subject to a design waiver request, this road would be graded to its ultimate road prism and constructed with interim road improvements consisting of a maximum 24-foot wide pavement, without sidewalks or curb and gutters within a 50-

foot wide easement. This road would also provide connection serving the future residential development in Village 8 of the Promontory Specific Plan that would connect to Tucher Road in the City of Folsom. Additional discussion is provided under *Other Issues* regarding sequence of the road construction.

All proposed lots would have direct access requiring individual residential driveway encroachment along Lot R. Specifically, Lot 20 would have a 16-foot wide, 100-foot long driveway within a 30-foot flag portion of the lot leading to the identified building envelope on the lot. This driveway exceeds the standard driveway grade which is subject to a requested design waiver. On-street parking shall be limited along the sidewalk on the west side of the road only. Two parking stalls are proposed at the northern terminus of the private road.

**Table 1. Treviso II Road Details**

<b>Road Name</b>	<b>DISM Standard Plan Reference</b>	<b>Road Width</b>	<b>Right-of-Way**</b>	<b>Exception/Notes</b>
Via Treviso (on-site)	Std Plan 101B (3"AC over 8"AB Min.)	30 ft	31 ft	Type 1 rolled curb and gutter both sides, 4-ft sidewalk on west side. A 10-ft PUE is to be included on either side of the right of way.
Interim Via Barlogio	Std Plan 101B (3"AC over 8"AB Min.)	24 ft	50ft	No sidewalks, curbs, or gutters. To be graded to ultimate roadway prism. Roadway to be constructed to Std Plan 101B to a 24-foot road width.

As determined by the Department of Transportation, the Level of Service (LOS) of the existing roads would not worsen based on the minimal anticipated trips (9.6 trips/day per lot) and with the construction of Via Barlogio. No additional traffic analysis was required for this application.

Specific conditions from the Department of Transportation and El Dorado Hills Fire Department are recommended to ensure that this road connection and private Via Treviso are constructed adequately.

The project includes a request for design waivers for modification of specific DISM road standards. Additional discussion regarding this topic is provided below.

Entry Gate: The private development would include an installation of a gate at the entrance into the subdivision (Exhibit K). Construction of the gate would be accompanied with appropriate areas for turnaround, subject to applicable standards including fire codes and DISM provisions. In accordance with Section 17.14.155.E of the El Dorado County Zoning Code, fences or gates are not allowed within easement or right-of-way. Gates may be approved by special use permit or as part of an approved development plan. This road would be privately owned and maintained by the future HOA for Treviso II planned development. Installation of entry gate would be subject to applicable standards regulating the design and construction of the gate based on conditions imposed by the El Dorado Hills Fire Department.

Site Improvements: To accommodate the clustered residential development, the site would be designed utilizing grading and engineering techniques in preparation for residential pads within each lot, creating Open Space Lot A, on-site drainage control, and construction of private road Via Treviso and Via Barlogio. Project development would affect a large portion of the site that was previously disturbed from Unit 4 construction.

Each lot would have a designated development envelope that demarcates the extent grading. This envelope contains building envelope/pad with a minimum area of 40 feet by 45 feet where residential construction would be confined. As shown in Exhibits J and K, the individual finished building envelopes have elevations ranging from 659 feet (Lot 1) to 689 feet (Lot 20). Lots 1-19 also contain a defined area (approximately 10 feet by 40 feet) in front of each lot where certain structures would be restricted to accommodate driveway/vehicular visibility constraints. Other residential accessory structures such as patios, retaining walls, decks, swimming pools could be constructed within the limits of the development envelope.

As part of the project disturbance, a portion of the existing oak canopy in the amount of 3.7 acres within the project site and a graded portion of off-site Lot 3 referenced above would be affected (Exhibit L). This entire canopy was identified to be removed as part of the original Ridgeview West Tentative Map. Of the existing canopy, 1.5 acres is anticipated to be removed subject to mitigation provisions of the Oak Woodland Management Plan (OWMP) under Chapter 17.73 of the Zoning Ordinance. The balance of 2.2 acre canopy is identified to be preserved within Open Space Lot A and potentially within open areas of Lot 20. If other developable areas of Lot 20 is disturbed resulting in impacts to oak tree canopy, the impacts would be subject to the ordinance.

The design of the development would utilize approximately 25,400 cubic yard of cut and fill of 36,400 cubic yards which require transfer of additional dirt in the amount of 11,000 cubic yard in order to balance the site. Retaining walls varying in height from 1 to 6 ½ feet would be used stabilizing the affected site. Site development would require submittal and approval of Improvement Plan subject to review by the County and affected agencies.

Utilities: The residential subdivision would be served with public sewer and water by El Dorado Irrigation District (EID) via connection to existing lines along the road. According to the Facility Improvement Letter (FIL) submitted for the project, a 10-inch water line and 6-inch gravity sewer main are located along the existing Via Treviso. These lines would require extension into the subdivision in order to provide future residences with necessary water, sewer and fire suppression services. A Facility Plan Report detailing the construction of the facilities would be required and reviewed as part of the Improvement Plan for the development. A submittal of an EID meter award letter confirming acquisition of service would be verified during review of Final Map application.

All utilities would be installed within defined easements according to standards of the purveyor. Dry utilities including power and cable would be located underground along the private road and/or trenched along lot frontage. As necessary, existing recorded utility easements would be abandoned and/or relocated subject to verification during Final Map. An Improvement Plan detailing all related construction improvement for the subdivision would require submittal subject to review and approval by the County and other affected agencies.

**Drainage:** As part of the development design, drainage would be conveyed using terracing features bordering the lots, open ditches and underground drains. Specifically, down slope Lots 1 through 9 lots are designed to have areas drain in the rear area in order to minimize need for additional fill while drainage from up slope Lots 10-20 would be collected via drain pipes installed at specific locations along the private road. An ephemeral drainage, which is contained within a rock-lined ditch that was constructed as part of the original Unit 4 improvement, is identified to be a part of driveway portion of Lot 20 and would be improved to accommodate the anticipated run-offs into this drainage feature.

**Modification to One-Family District (R1) Development Standards:** As a Planned Development, zone district development standards may be modified to accommodate proposed development under Section 17.04.030.B.3 of the Zoning Ordinance. As detailed in Table 2 below, the project includes a request to modify select standards under the One-Family Residential (R1) Zone District such as minimum property line setbacks, lot size and width. Also, as required by General Plan Policy 2.2.3.1.A, the development is preserving 32% of the site as Open Space (Lot A) which is in excess of the minimum required 30%.

**Table 2. Modified R1-Zone District Development Standards for Treviso II**

<b>Development Standard</b>	<b>Minimum Standard</b>	<b>Modified Standard<sup>1</sup></b>	<b>Notes</b>
Lot Width	60 feet	30 feet	Minimum proposed is for Lot 20
Lot Size	6,000 square feet	5,296 square feet	Minimum proposed is for Lot 17
Setbacks <sup>2</sup>			
<i>Front</i>	20 feet	10 feet	Applies to Lots 1-19 (see Exhibit K)
<i>Rear</i>	15 feet	10 feet	Minimum proposed is for Lot 9, which is designed as Reversed Corner Lot (rear yard against side yard of Lot 8)

Note: 1. Unless otherwise referenced in this table or referenced in Exhibits J and K, current R1 zone development standards shall apply. 2. Modified standards shall apply unless superseded by the approved Wildfire Safe Plan for Treviso II.

3. Tentative Map

The proposed tentative map would divide the property (Lot A) creating a total of 20 single-family detached residential lots, an Open Space lot, and a private road, Lot R (Exhibit J). The subdivision would anticipate the construction of clustered residential development with applicable modifications, in accordance R1-zone district standards and Planned Development standards. This tentative map would revise and supersede the previous approved tentative maps discussed above. Table 3 provides additional details of the tentative map.

**Table 3. Treviso II Tentative Map Details**

<b>Lot Designation</b>	<b>Description of Lot Use</b>	<b>Notes</b>
1-20	Residential	Lots 1-19, which range in size from 5,347 square feet to 8,819



		square feet, are proposed to be mass pad graded. In accordance with the DISM, Lot 20, which measures 1.42 acres, is designed as a flag lot and anticipated to be custom graded. As a Planned Development (discussed below), in order to accommodate the proposed development use of modern planning and engineering practices, specific R1 lot standards are proposed to be modified.
A	Open Space	Open Space Lot A measures 2.27 acres, which equates to 32% of the entire property, exceeding the minimum 30% Open Space required for residential Planned Development projects in accordance with General Plan Policy 2.2.3.1. This passive open space lot would include preservation of existing seep wetland and oak tree canopy in the amount 2.2 acres on-site. As part of the Development Plan, areas of this lot abutting the residential lots would be engineered and graded to ensure slope stability and convey on-site drainage.
R	Private Road (Extension of Via Treviso)	Lot R, which provides the direct access to the proposed lots, is a private road modified and extended from the existing Via Treviso within the public road system. As discussed below, Lot R would be constructed with a 30-foot wide pavement within 31-foot right-of-way. The private road would be commonly owned and maintained by the Homeowners Association that would be established for Treviso II.

#### 4. Design Waivers

The project includes a request for design waivers of specific DISM standard involving modification to proposed road improvements that would serve the development. The waivers are subject to findings under Section 16.08.020 of the El Dorado County Subdivision Ordinance. The Design Waivers are detailed below.

- Design Waiver Request A: Reduction of right-of-way from 50 feet to 31 feet for private road (Lot R) Via Treviso;
- Design Waiver Request B: Reduction of sidewalk width from 6 feet to 4 feet and placement of sidewalk on one side of private road Lot R;
- Design Waiver Request C: Reduction of off-site road pavement width (Via Barlogio) from 36 feet to 24 feet wide without standard sidewalk and curb and gutters;
- Design Waiver Request D: Increase the maximum driveway gradient from 16% to 20% serving Lot 20.

#### 5. Reduced Wetland Buffer

Interim Interpretive Guideline to General Plan Policy 7.3.3.4 details the required setback from wetland and riparian features. Specifically, an intermittent wetland requires a minimum buffer of 50

feet. An intermittent wetland (seep) exists at the northernmost portion of the site. Based on submitted supporting justification, a reduced 25-foot buffer from development would provide an adequate setback with implementation of Best Management Practices (BMP) and Storm Water Pollution Prevention Program during construction. Additional discussion is provided under *General Plan Consistency* discussion.

**Site Description and Surrounding Properties’ Information**

The project site is within the El Dorado Hills Community Region. It is located at the end of Via Treviso, approximately 1,361 feet from its southern intersection with Crestline Circle. As shown in Table 4, the project site is bordered by an undeveloped residential development as part of Treviso I to the south, a large Open Space tract as part of the original Ridgeview West to the east and north, and undeveloped residential land (Village 8 within the Promontory Specific Plan Area) to the west. The project site has been previously disturbed for partial road construction of Via Treviso and utility installation associated with the original Improvement Plan for Unit 4. The site is dominated by annual grassland mixed with oak tree canopy in the amount of 3.7 acres. The majority of the site is encompassed in area with slopes below 30 percent, where most of the development would be limited, along with pocket areas in excess of 30 percent.

As discussed above, a seep wetland (0.06 acre in size) is located at the northern most portion of the site. As part of the development, a minimum of 25-foot development setback is proposed for this seep. An ephemeral drainage, which is not subject to General Plan policy 7.3.3.4, is contained within a rock-lined ditch which was constructed as part of the Unit 4 improvement and would be a part of driveway portion for Lot 20.

**Table 4. Surrounding Land Uses and Designations**

	<b>General Plan</b>	<b>Zoning</b>	<b>Land Use/Improvements</b>
<b>Site</b>	High Density Residential (HDR)	One-Acre Residential District-Planned Development (R1A-PD)	Undeveloped
<b>North</b>	High Density Residential (HDR)	One-Acre Residential District-Planned Development (R1A-PD)	Open Space Lot in Ridgeview West Planned Development
<b>South</b>	High Density Residential (HDR)	One-Acre Residential District-Planned Development (R1A-PD)	Undeveloped (approved and recorded Residential Development-Treviso I and Ridgeview Unit 4)
<b>East</b>	High Density Residential (HDR)	One-Acre Residential District-Planned Development (R1A-PD)	Open Space Lot in Ridgeview West Planned Development
<b>West</b>	Adopted Plan (AP)-Promontory Specific Plan (Residential)	Promontory Specific Plan-Village 8	Undeveloped

The proposed development would have an R1 zone district consistent with the High Density Residential land use designation. This 20-lot residential development would be in conformance with the existing and planned residential development in the area. Though different in residential design layout and size, the proposed zone is similar to the underlying zone of properties located to the east and similar to the contemplated residential density to the west (Village 8 of Promontory Specific Plan with a minimum density of 1 du/ac).

**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.

**Table 5. General Plan Policy Consistency**

<b>General Plan Element</b>	<b>Policy Reference</b>	<b>Consistency Discussion</b>
Land Use	2.1.1.7 (Applicable General Plan Policies and Timing of Development within Community Region)	Consistent. Treviso II is within are area of El Dorado Hills Community Region where public infrastructures such roads and utility currently exists. As applicable, the project would be required to construct and/or extend on-site facilities necessary to serve the proposed development.
	2.2.1.2 and 2.2.1.3 (Land Use Designation and Density)	Consistent. The El Dorado County General Plan Land Use Map designated the subject site as High Density Residential (HDR). This proposed development would result in a density 2.87 du/ac, which is consistent with the density of 1-5 du/ac under this designation.
	2.2.3.1.A (Residential Planned Development)	Consistent. As a Planned Development, Treviso II conforms to the provisions of the policy involving clustering of development, preservation of resources, and setting aside 32% open space area, exceeding the required 30%.
	2.2.5.3 (Rezone Consistency)	
	<i>1. Availability of adequate public water and 2. Availability and capacity of</i>	Consistent. The project is currently within the El Dorado Irrigation District (EID) service area. Based on submitted Facility Improvement Letter

	<p><i>public treated water system</i></p>	<p>(FIL) from EID there is adequate amount of water that would serve future development in the area, based on contractual commitment for acquisition of water meter, subject to verification during Final Map review. Existing EID facilities within the vicinity of the project site would be required to be improved and/or extended in order to serve the proposed development. Submittal of a Facility Plan Report (FPR) would be subject to review and approval by EID.</p>
	<p><i>3. Availability and capacity of public waste water treatment system</i></p>	<p>Consistent. Sewer service would be provided by EID. Based on the submitted FIL, there is adequate amount of capacity in the existing system serving the area. Existing EID facilities abutting the project site would be required to be improved and/or extended in order to serve the proposed development. Submittal of a Facility Plan Report (FPR) would be subject to review and approval by EID. Verification of meter award letter would be required at Final Map review.</p>
	<p><i>4. Distance to and capacity of the serving elementary and high school</i></p>	<p>Consistent. The project site is within the Buckeye Union School District and El Dorado Union High School District. Buckeye Union School District includes three elementary schools in the district with William Brooks Elementary School being the nearest located 2.6 miles from the site and a middle school, Rolling Hills Middle School, located 3.5 miles along Silva Valley Parkway. As confirmed by BUSD representative, the project would generate 10 students, which would be accommodated by the district.</p> <p>Oak Ridge High School, which is within the El Dorado Union High School District, is located approximately 2.8 miles from the project, has a current enrollment of 2,262 students. The district would be able to accommodate the anticipated students from this subdivision.</p>
	<p><i>5. Response time from nearest fire station handling structure fires</i></p>	<p>Consistent. The site is served by the El Dorado Hills Fire Department. The nearest station is located at 1050 Wilson Blvd. approximately 1.75 miles east of the project site. The emergency response time is approximately 5 minutes which is below the 8 minute standard response time in</p>

	the Community Region.
<i>6. Distance to nearest Community Region or Rural Center</i>	Consistent. The subject property is within the El Dorado Hills Community Region of the county.
<i>7. Erosion hazard</i>	Consistent. The primary soil composition falls within the Auburn Series (AxE), which is generally characterized to exist within 30 to 50% slopes, very rocky silty loam, commonly located in the foothills. Surface runoff is medium to rapid and erosion hazard is moderate to high. As part of project implementation, potential for erosion would be mitigated through Best Management Practices. Based on Improvement Plan, a grading plan would be required evaluating effects and methods in preventing erosion during construction in accordance with Grading and Drainage Ordinance.
<i>8. Septic and leach field capability</i>	Consistent. The proposed development would be required to connect to be public sewer utilities for sewage disposal service.
<i>9. Groundwater capability to support wells</i>	Consistent. The proposed development would be required to connect to be public water utilities for potable water service thus no impact to groundwater source would occur.
<i>10. Critical flora and fauna habitat areas</i>	<p>Consistent. According to the Biological Resource Evaluation (BRE), the site contains potential habitat for specific species of animal including Cooper's hawk and other raptor. The existence of oak tree canopy could provide foraging opportunity for these particular raptors. Mitigation measure would be incorporated that would prevent impact to these species prior to site construction.</p> <p>According to the BRE and the updated Special Status Surveys, which evaluated special-status plant species within the area, the site does not contain habitat to the specific species evaluated, except for Big-Scale Balsamroot, Brandagee clarkia, and Red Hills Soaproot. Though none of these species were located during site evaluation, these plant are identified by California Native Plant Society (CNPS) as rare, threatened or endangered in California, In particular, Red Hills Soaproot is considered a rare plant species subject to Chapter 17.71 of the Zoning</p>

	Ordinance. Additionally, the site is within Mitigation Preserve Area 2, where, based on the ordinance, a standard mitigation fee would be collected prior to issuance of building permit.
<p><i>11. Important timber production areas</i></p> <p><i>12. Important agricultural areas</i></p> <p><i>13. Important mineral resource areas</i></p>	Consistent. The property is not considered an important source of timber, agricultural, or mineral. The property has an underlying High Density Residential land use designation. The proposed development would be consistent with the existing residential development in the area.
<p><i>14. Capacity of the transportation system serving the area</i></p>	Consistent. The development would be served by existing residential roads within the County road system. As determined by the Department of Transportation, the proposed private road (Via Treviso) and secondary road (Via Barlogio) would be constructed to adequately meet the circulation needs warranted by the project and neighboring area.
<p><i>15. Existing land use pattern</i></p>	Consistent. The proposed development would conform to the existing residential uses in the area as contemplated in the General Plan.
<p><i>16. Proximity to perennial water course</i></p>	Consistent. New York Creek is located 1.75 miles northeast of the project site. Willow Creek, which is located in the City of Folsom, is approximately 1.2 miles to the west.
<p><i>17. Important historical/archeological sites</i></p>	Consistent. According to the Cultural Resource Study that was submitted for the original Ridgeview West Tentative Map, this portion of the project site does not contain any sensitive or important historical or archeological resources. Similarly, the area that would be impacted by Via Barlogio has been analyzed in the Promontory Specific Plan and has no important historical or archeological resources.
<p><i>18. Seismic hazards and present of active faults</i></p>	Consistent. The property is approximately six kilometers to the west of an inactive Bear Mountain Fault and 1 kilometer east of Mormon Island shear zone. No portion of the county is located within any of the active faults under Alquist-Priolo Earthquake Fault Zone.
<p><i>19. Consistency with existing Conditions, Covenants, and Restrictions</i></p>	Consistent. No CC&R currently applies to the property. Future residential development may be subject to specific CC&R provisions.

Land Use	2.2.5.21 (Project Compatibility)	Consistent. Treviso II is within an area compatible with existing and planned residential uses and density.
Circulation and Transportation	TC-Xe, TC-Xf, TC-Xg, TC-Xh (Levels of Service and Concurrency)	Consistent. The proposed development would be accessed by existing road infrastructures currently serving the immediate residential neighborhood. As determined by DOT, given the amount of lots and future construction of a secondary access road, the proposed development would not worsen the existing LOS in the area. A private road would be constructed from existing street stubs that would serve the development. As conditioned, payment of standard traffic impact mitigation (TIM) fees shall be required prior to issuance of residential building permit.
Public Services and Utility	5.1.2.1, 5.1.2.2, 5.1.2.3, 5.2.1.3 (Adequacy of Public Utility for Water and Sewer Services)	Consistent. The proposed development is within the EID service area where public water and sewer utilities currently exist. The development would be required to improve and connect to these infrastructures in order to provide the necessary service. A Facility Plan Report (FPR), which details the necessary facility improvements, would be required subject to review and approval by EID. An EID meter award letter would be required as proof of rights to the service during review of Final Map.
Public Services and Utility	5.4.1.1, 5.4.1.2 (Drainage and Erosion)	Consistent. The planned development is designed to address drainage using open ditch and underground pipes, subject to DISM standards. Best Management Practices shall be enforced in order to minimize erosion effects during site construction. On-site wetland would be buffered from development in accordance to General Policy 7.3.3.4.
Health and Safety	6.2.3.1 and 6.2.3.2 (Fire Protection Services)	Consistent. The project is located within the El Dorado Hills Community Region, where fire protection service is provided by El Dorado Hills Fire Department. This site is designated as moderate in terms of fire hazard. Specific project conditions of approval, including minimum fire suppression and road standards, shall be applied, subject to verification by the department prior to any construction. Particularly, site development shall be required to implement and adhere to

		specific provisions identified in the approved Wildfire Safe Plan.
Conservation and Open Space	7.3.3.4 (Wetland Buffer)	Consistent. This policy requires a minimum of 50-foot development buffer to intermittent wetland. This policy is further implemented by the provisions of the Interim Interpretive Guideline of the policy. Specifically, an isolated seep intermittent wetland area (less than an acre) exists on the northern end of the project site. The project proposes a reduced 25-foot buffer from development, which, according to the biologist, would adequately prevent any disturbance to the function and value of the feature. As conditioned of the project, this buffer shall be shown and verified on the Final Map. Additionally, implementation of applicable Storm Water Pollution Prevention Program (SWPPP) and Best Management Practices (BMP) measures (incorporated as project conditions of approval) would further protect this seep. This feature has been incorporated as part of the Open Space Lot A.
	7.4.4.4 (Option B- Oak Tree Canopy Retention and Replacement)	Consistent. As discussed above, development of the site would result in the removal of oak tree canopy shall maintain conformance with General Plan Policy 7.4.4.4. This policy is further implemented by the adopted Oak Woodland Management Plan (OWMP) under Chapter 17.73 of the Zoning Ordinance. Specifically, approximately 1.5 acres of oak canopy would be affected as part of the development which includes an off-site canopy in the adjacent vacant lot to the south (Exhibit L). Approximately 2.2 acres of canopy within Open Space Lot A and unaffected areas of Lot 20 would be preserved. A condition of approval requiring payment of in-lieu fee payment shall be collected prior to approval of grading permit. The estimated fee amount is \$10, 904.09.

El Dorado County Zoning Ordinance

The proposed zoning of One-Family Residential District (R1) with a combining zone district Planned Development (-PD) overlay would be consistent with the existing HDR land use designation. As a Planned Development, development standards under Section 17.28.080 of the El



Dorado Zoning Code including minimum lot size and yard setbacks would be modified to accommodate the clustered residential development, create and preserve an open space area, and avoid additional unnecessary impacts to the natural features of the site. The proposed residential development would conform to both existing and planned residential uses in the area.

As further discussed in Attachment 2, staff concludes that the required findings under Section 17.04.030.B (Planned Development) of the El Dorado County Zoning Ordinance can be made to support the proposed subdivision.

### El Dorado County Subdivision Ordinance

The proposed revised map consists of Tentative Subdivision Map of Class I subdivision consisting of 20 residential lots. The residential lots would meet the applicable standard development requirement of the R1-zone district with modifications allowed under the Planned Development. Development of the subdivision would be conducted in accordance with the applicable provisions of the El Dorado County Design and Improvement Manual and Grading Ordinance, recommended project Conditions of Approval, 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.

### *Design Waivers*

As discussed above, Design Waivers have been requested to deviate from specific DISM standards. Specific modifications to these road improvements would complement and support in implementing the objectives of the Planned Development for this proposed clustered residential development. Section 16.08.020 of the El Dorado County Zoning Ordinance provides that the County may grant a Design Waiver subject to specific findings identified in this section. As further discussed in Attachment 2, staff concludes that the required findings under this section can be made to support the design waiver.

### **Other Issues**

#### Via Barlogio

As discussed above, the proposed development would exceed the threshold of 24 lots that can be served by a dead-end road (Via Treviso). The development would require the construction of Via Barlogio, which would provide a required secondary road access. This public road would also provide a connection to Tucher Way in the City of Folsom as part the future development in the Village 8 of the Promontory Specific Plan (Exhibits J and K). A small portion of the layout for Via Barlogio is owned by the applicant while the majority is considered off-site and belongs to a different entity in the specific plan. The off-site area that would be affected by this road layout has been contemplated in the Environmental Impact Report (EIR) for the specific plan. A Categorical Exemption was also determined by DOT in 2007 when this layout was identified.

If Treviso II is developed first, Via Barlogio would be constructed with the proposed interim improvements (24-foot wide pavement, without sidewalks or curb and gutters within a 50-foot wide easement) and would be maintained by the applicant. As the applicant does not currently own or have the right to construct the road through the affected off-site area, a standard DOT condition of approval (Condition No.48) is incorporated requiring submittal of necessary title or similar documents for the construction of this road affecting off-site properties.

If Village 8 either develops before or after Treviso II is constructed, Via Barlogio road would be constructed to its full ultimate design (Valley Two-Way road) as contemplated in the specific plan which consists of a 32-foot wide pavement, curb, gutters and sidewalks on both sides. Upon completion and acceptance of said ultimate improvements, the County would accept Via Barlogio and the remaining right-of-way and Treviso II would quit claim the easement.

### Wildfire Safe Plan

As a required of the project, an approved Wildfire Safe Plan has been provided (Exhibit M). Approved by El Dorado Hills Fire Department and Cal Fire, this document details specific provisions that would need to be implemented in order to minimize potential fire hazards to Treviso II and the bordering residential development. Some of the provisions include maintenance of vegetation within the open space areas and residential lots, implementation of residential construction standards and enforcement of applicable state and local fire codes.

### Agency Comments and Conditions of Approval

Attachment 1 contains the recommended conditions of approval for the project. The following county agencies provided comments and/or recommended conditions for this project:

El Dorado Hills Fire Department  
El Dorado County Department of Transportation  
Office of the County Surveyor

The local advisory committee, El Dorado Hills Area Planning Advisory Committee (APAC), voted 4 to 1 recommending denial of the project. The committee identified issues includes smaller lot sizes and narrower roadways compared to the surrounding development, limited on-street parking, and Lot 20 designed as a flag lot. In response, it is staff's opinion that the clustered design for Treviso II meet the objectives of a Planned Development with its cluster design, creation of required open space area, and preservation of biological resources. The narrower road would exclusively serve this clustered residential development. Flag lots (Lot 20) are allowed with approval of a Development Plan. The density of the development is within the anticipated amount under the HDR land use designation.

## **ENVIRONMENTAL REVIEW**

Staff has prepared an Initial Study to determine if the proposed project would have a significant effect on the environment (Exhibit N). Supporting studies were referenced in this Initial Study.

Based on the Initial Study, a Mitigated Negative Declaration has been determined as specific impacts to Biological Resources has been identified, which would be subject to mitigation measures minimizing its effects to less than significant level.

**Note:** This project is 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.). In accordance with State Legislation (California Fish and Game Code Section 711.4), the project is subject to a fee of \$2,101.50 after approval, but prior to the County filing the Notice of Determination on the project. This fee plus a \$50.00 administration fee, is to be submitted to Planning Services and must be made payable to El Dorado County. The \$2,101.50 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.

## SUPPORT INFORMATION

### Attachments to the Staff Report:

Attachment 1 .....	Conditions of Approval
Attachment 2 .....	Findings
Exhibit A .....	Location Map
Exhibit B .....	Assessor's Parcel Map
Exhibit C .....	General Plan Land Use Map
Exhibit D .....	Current Zone Map
Exhibit E .....	Original Ridgeview West Tentative Map
Exhibit F .....	Promontory Specific Plan-Circulation Plan Map
Exhibit G .....	Revised Ridgeview West Tentative Map, August 2002
Exhibit H .....	Revised Ridgeview West Tentative Map, January 2007
Exhibit H.1 .....	Unit 4 Recorded Map
Exhibit I .....	Rezone Exhibit
Exhibit J .....	Proposed Treviso II Tentative Map
Exhibit K .....	Proposed Development Plan and Preliminary Grading/Drainage Plan
Exhibit L .....	Treviso II Tree Preservation Map
Exhibit M .....	Treviso II Wildland Fire Safe Plan, August 12, 2011
Exhibit N .....	Mitigated Negative Declaration and Initial Study

# **ATTACHMENT 1**

## **CONDITIONS OF APPROVAL**

**Rezone Z11-0001/Planned Development PD11-0001/Tentative Map TM11-1502/Treviso II  
Planning Commission/January 26, 2012**

### **PROJECT DESCRIPTION**

1. The proposed rezone, development plan, and tentative subdivision map are based upon and limited to compliance with the project description, the hearing exhibits marked Exhibits I (Rezone Exhibit), J (Tentative Map), K (Development Plan and Preliminary Grading/Drainage Plan) and M (Tree Preservation Map), 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 consists of the following:

- A. Rezone of 6.98 acre property from Estate Residential One Acre-Planned Development (R1A-PD) to 4.71 acres of One-Family Residential-Planned Development (R1-PD) and 2.27 acres Open Space-Planned Development (OS-PD);
- B. Development Plan for the proposed clustered residential subdivision (Treviso II) to include 20 residential lots, one Open Space lot, and modified One-Family Residential (R1) zone district development standards;
- C. Tentative Subdivision Map dividing a 6.98 acre property creating twenty (20) Class I residential lots ranging from 5,181 square feet to 62,012 square feet in size, one (1) private road (Lot R) measuring 0.46 acre, and one (1) Open Space lot measuring 2.27 acres;
- D. Design Waivers of the following Design and Improvement Standards Manual (DISM) Standard Plan standards:
  1. Reduction of right-of-way from 50 feet to 31 feet for private road (Lot R) Via Treviso;
  2. Reduction of sidewalk width from 6 feet to 4 feet and placement of sidewalk on one side of private road Lot R;
  3. Reduction of off-site road pavement width (Via Barlogio) from 36 feet to 24 feet wide without standard sidewalk and curb and gutters; and
  4. Increase the maximum driveway gradient from 16% to 20% serving Lot 20.

- E. Reduction of the 50-foot setback to 25-foot from an identified wetland area (seep) and shall be shown on the map

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 (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

## **PLANNING SERVICES**

### **Mitigation Monitoring Reporting Program (MMRP) Mitigation Measures**

2. BIO-1: Pre-construction Survey Required: If vegetation removal is conducted within the nesting period for most migratory bird species and nesting raptor species (between March 1 and August 15), a pre-construction survey for active bird nests shall be conducted by a qualified biologist. If vegetation removal activities are delayed or suspended more than one month after the pre-construction survey, the area shall be re-surveyed. If active bird nests are identified, vegetation removal in these areas shall be postponed until after the nesting season, or a qualified biologist has determined the young have fledged and are independent of the nest site. No known active nests shall be disturbed without a permit or other authorization from USFWS or CDFG.

Monitoring Responsibility: Planning Services

Monitoring Requirement: The applicant shall conduct all construction activities outside the nesting season or perform a pre-construction survey and obtain all necessary permits prior to initiation of construction activities. This requirement shall be placed on the grading plans for any and all final maps filed. Planning Services shall review the surveys prior to issuance of a grading permit and/or removal of any trees within the entire project parcel.

3. BIO-2: Reduced Wetland Buffer: No Disturbance Buffer: A 25-foot setback line shall be shown on the Final Map that begins at all high-water marks or the outer boundary of any adjacent wetlands in accordance with requested reduced buffer per the Interim Interpretive General Plan Policy 7.3.3.4. No development shall occur within the setback area. Standard Best Management Practices (BMP) measures, including the installation of protective fencing around the seep, shall be implemented. The identification shall be made on the Final Map, Site Plan Review, grading and building plans where applicable.

Monitoring Responsibility: Planning Services

Monitoring Requirement: Prior to filing of the Final Map, Planning Services shall verify that the identification has been made on the Final Map. Further, the setback lines shall be

shown on any subsequent submitted for the grading permit and Development Services shall verify this prior to issuance of any development permit.

4. BIO-3: Streambed Alteration Agreement: A Streambed Alteration Agreement, pursuant to Fish and Game Code 1600 et seq, shall be obtained by the applicants, from the California Department of Fish and Game, if applicable, for the stream crossing and any other activities affecting the bed, bank, or associated riparian vegetation of any stream on the site. Appropriate mitigation measures shall be developed in coordination with CDFG in the context of the agreement process. Authorization prior to placement of any fill is required from the U.S. Army Corps of Engineers if any impacts are proposed to jurisdictional riparian habitat that were not disclosed during the project review. This authorization may require mitigation as deemed necessary by the Corps of Engineers.

Monitoring Responsibility: Planning Services

Monitoring Requirement: The applicant shall provide a copy of the Streambed Alteration Agreement to Development Services prior to issuance of the grading permit. If it has been determined by Fish and Game that said permit does not apply after their review of the development plans for the project, the applicant shall provide Planning Services with verification from Fish and Game that no agreement is needed for the project, prior to issuance of a building and/or grading permit for the project area.

5. BIO-4: Water Quality Certification: A Water Quality Certification, Section 401 permit, if applicable, shall be obtained by the applicant from the California Regional Water Quality Control Board for applicable project improvements. Appropriate mitigation measures shall be developed in coordination with in the context of the agreement process.

Monitoring Responsibility: Planning Services

Monitoring Requirement: The applicant shall provide a copy of the Section 401 permit to Development Services prior to issuance of the grading permit. If it has been determined by the California Regional Water Quality Control Board that said permit does not apply after their review of the development plans for the project, the applicant shall provide Planning Services with confirmation from them of that determination prior to issuance of a building and/or grading permit for the project area.

6. In the event that previously unknown cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archeologist shall make recommendations on the measures to be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds, in accordance with § 15064.5 of the CEQA Guidelines. Cultural resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites.
7. If human remains are encountered during earth-disturbing activities within the project area, all work in the adjacent area shall stop immediately and the El Dorado County Coroner's

- office shall be notified. If the remains are determined to be Native American in origin, both the Native American Heritage Commission (NAHC) and any identified descendants shall be notified by the coroner and recommendations for treatment solicited (CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code §§ 5097.94 and 5097.98).
8. Prior to issuance of building permit, the applicant shall remit payment for impacts to rare plants in accordance with Chapter 17.71 of the El Dorado County Zoning Ordinance and Board of Supervisor's Resolution No. 205-98.
  9. This tentative map shall expire 36 months the date of approval unless a timely extension is filed.
  10. Prior to final map approval, the applicant shall pay all Development Services Department fees associated with this application.
  11. The applicant shall submit to Planning Services a \$50.00 recording fee and a Department of Fish and Game fee prior to filing of the Notice of Determination by the County. No final map shall be map filed until said fees are paid.
  12. A meter award letter or similar document shall be provided by the water purveyor prior to recordation of the final map.
  13. Pursuant to Section 16.12.090 of the El Dorado County Subdivisions Ordinance, the project is responsible for parkland dedication which shall be satisfied by park in lieu fees. The applicant shall submit a request for Park-in-Lieu fee appraisal to Planning Services, with a check for \$150.00 made out to the El Dorado County Assessor; upon completion of appraisal, the applicant shall pay the park fee to the El Dorado Hills Community Services District, and shall submit the receipt to El Dorado County Development Services with the first Final Map.
  14. Prior to issuance of grading permit, the applicant shall pay the full mitigation in-lieu fee for all oak canopy removed as part of the mass-pad grading for the road and other improvements as required by the Oak Woodland Conservation Ordinance under Chapter 17.73 of the El Dorado County Zoning Ordinance. The applicant shall provide to Development Services proof of payment of the mitigation in-lieu fee prior to issuance of a grading permit or removal of any oak trees.
  15. Prior to filing the Final Map, if the subject property is subject to liens for assessment or bonds, pursuant to the provisions of Government Code Section 66493, the owner or subdivider shall either: (a) Pay the assessment or bond in full, or (b) File security with the Clerk of the Board of Supervisors, or (c) File with the Clerk of the Board of Supervisors the necessary certificate indicating provisions have been made for segregation of bond assessment responsibility pursuant to Government Code Section 66493 (d).
  16. 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 parcel map, 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.

Development Plan Conditions

17. This Development Plan for Treviso II shall permit the specific project descriptions under Condition No.1.

In accordance with the Planned Development provisions in the Zoning Ordinance, the following development standards in Table 1 below shall apply:

**Table 1. Modified R1-Zone District Development Standards for Treviso II**

<b>Development Standard</b>	<b>Minimum Standard</b>	<b>Modified Standard<sup>1</sup></b>	<b>Notes</b>
Lot Width	60 feet	30 feet	Minimum proposed is for Lot 20
Lot Size	6,000 square feet	5,296 square feet	Minimum proposed is for Lot 17
Setbacks <sup>2</sup>			
<i>Front</i>	20 feet	10 feet	Applies to Lots 1-19 (see Exhibit J)
<i>Rear</i>	15 feet	10 feet	Minimum proposed is for Lot 9, which is designed as Reversed Corner Lot (rear yard against side yard of Lot 8)

Note: 1. Unless otherwise referenced in this table or referenced in Exhibits J and K, current R1 zone development standards shall apply. 2. Modified standards shall apply unless superseded by the approved Wildfire Safe Plan for Treviso II.

The Development Plan also approves the installation of an entry gate into the subdivision.

In accordance, with Section 17.04.070, major changes in a development plan approved by the Planning Commission shall be filed with the Board of Supervisors pursuant to Section 17.04.070(B) (3) of the Zoning Ordinance. Major changes may be reviewed based on specific findings under Section 17.22.630 of the ordinance.

Minor changes in the adopted Planned Development Permit may be approved by Planning Services provided that the changes:

- A. Do not change the boundaries of the subject project property;
- B. Do not change any use as shown on the official development plan; and



C. Do not change the intent of the official development plan

The Planned Development Permit shall expire concurrently with the expiration of the Tentative Map.

**DEPARTMENT OF TRANSPORTATION**

**Project Specific Conditions**

18. 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 2 below are minimums):

<b>Table 2. Road Improvement Standards for Treviso II</b>				
<b>Road Name</b>	<b>DISM Standard Plan Reference</b>	<b>Road Width</b>	<b>Right-of-Way**</b>	<b>Exception/Notes</b>
Via Treviso (on-site)	Std Plan 101B (3"AC over 8"AB Min.)	30 ft	31 ft	Type 1 rolled curb and gutter both sides, 4-ft sidewalk on one side. A 10-ft PUE is to be included on either side of the right of way.
Interim Via Barlogio	Std Plan 101B (3"AC over 8"AB Min.3)* or equivalent based on R value	24 ft	50ft	No sidewalk, curb and gutter. To be graded to ultimate roadway prism. Roadway to be constructed to Std Plan 101B to a 24-foot road width.

\* Road widths are measured from edge of pavement to edge of pavement if no curb (traveled way).

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

19. Offer of Dedication: The applicant shall irrevocably offer to dedicate the right-of-ways as shown in the table above for the onsite portion of Via Treviso as shown on the map dated April 2011 with the filing of the map. Slope easements shall be included as necessary. This offer shall be rejected by the County.

20. Road Easement: The applicant shall obtain a road easement as shown in the table above for the off-site portion of Via Barlogio as shown on the map dated April 2011 with the filing of the map.

21. Encroachment Permit: The applicant shall obtain an encroachment permit from DOT for improvements onto Via Barlogio and Via Treviso. 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.

22. Encroachment Permit (City of Folsom): The applicant shall obtain an encroachment permit from the City of Folsom for the roadway connection onto Tucher Way prior to filing of the map.
23. Vehicular Access Restriction: A vehicular access restriction (VAR) shall be placed along lots 1 and A along Via Barlogio with the filing of the final map.
24. Turnaround: The applicant shall provide a turn around at the end of Via Treviso 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 final map.
25. Gates, Turnarounds: All gates shall be designed and constructed with turnarounds acceptable to the Department of Transportation and the Fire Department. 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.
26. Off-site 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.
27. Driveway Cuts: 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. Attention should be given to the minimum required sight distance at all driveway encroachments. 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.

### **Standard Conditions**

28. Signage: The applicant shall install all necessary signage such as stop signs, street name signs, and/or "not a county maintained road" sign as required by the Department of Transportation prior to the filing of the final map. The signing and striping shall be designed and constructed per the latest version of the California Manual Uniform Traffic Control Devices (MUTCD).
29. Curb Returns: All curb returns, at pedestrian crossing, will need to include a pedestrian ramp with truncated domes per Caltrans Standard A88A and 4 feet of sidewalk/landing at the back of the ramp.
30. 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 final map.

31. 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).
32. 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.
33. 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.
34. DISM Consistency: The developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual (as may be modified by these Conditions of Approval or by approved Design Waivers) from the County Department of Transportation, and pay all applicable fees prior to filing of the final map.
35. 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 within the County right of way. 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 final map.
36. Subdivision Improvement Agreement & Security: The developer shall enter into a Subdivision Improvement Agreement (SIA) with the Department of Transportation for all onsite roadway, drainage infrastructure, grading, etc. The developer shall complete the improvements to the satisfaction of DOT or provide security to guarantee performance of the SIA as set forth within the County of El Dorado Subdivision Division Ordinance, prior to filing of the final map.
37. 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.
38. Grading Permit / Plan: A residential grading permit is required for the project. The applicant shall submit a site improvement/grading plan prepared by a professional civil engineer to the DOT 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 fees shall be paid at the time of submittal of improvement plans. All

applicable inspection fees shall be paid prior to issuance of a permit. The improvements and grading shall be completed to the satisfaction of the DOT or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.

39. **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.
40. **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.
41. **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.
42. **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:
  - A. The site can be adequately drained.
  - B. The development of the site will not cause problems to nearby properties, particularly downstream sites.
  - C. 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 the applicant shall demonstrate that there are no downstream impacts.

D. 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. A Scoping Meeting for the required drainage study between County staff and the engineer shall occur prior to the first submittal of improvement plans. The engineer shall bring a watershed map and any other existing drainage system information to the Scoping Meeting. 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.

43. Drainage (Cross-Lot): Cross lot drainage shall be avoided. When concentrated cross lot drainage does occur or when the natural sheet flow drainage is increased by the project, 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.
44. 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.
45. 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.
46. Storm Water Drainage BMPs: Storm drainage from on-and off-site impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (e.g. sediment, oil/grease, etc.), as approved by DOT. This project is located within the area covered by El Dorado County's municipal storm water quality permit, pursuant to the National Pollutant Discharge Eliminated System (NPDES) Phase II program. Project related storm water discharges are subject to all applicable requirements of said permit. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) storm water runoff in accordance with "Attachment 4" of El Dorado County's NPDES Municipal Storm water Permit (State Water Resources Control Board NPDES General Permit No. CAS000004).

With the Improvement Plans, the applicant shall verify that the proposed BMPs are appropriate to treat the pollutants of concern from this project. A maintenance entity of these facilities shall be provided by the project applicant. DOT shall review the document forming the entity to ensure the provisions are adequate prior to filing of the final map.

47. 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.
48. 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.

49. 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.
50. TIM Fees: The applicant shall pay the traffic impact mitigation fees at issuance of building permit.

## **AIR QUALITY MANAGEMENT DISTRICT**

51. The applicant shall submit and pay appropriate fees for an Asbestos Dust Mitigation Plan, in accordance with Rule 223.2. The District shall review and approve the plan prior to issuance of a grading permit.
52. The applicant shall adhere to all District rules during project construction including, but not limited to, Rule 300 (Open Burning), Rule 215 (Architectural Coatings), and Rule 224 (Cutback and Emulsified Asphalt Paving Materials).

The AQMD's goal is to strive to achieve and maintain ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board and to minimize public exposure to toxic or hazardous air pollutants and air pollutants that create unpleasant odors. The following are measures used to reduce impacts on air quality from equipment exhaust emissions:

### Heavy Equipment and Mobile Source Mitigation Measures

- A. Use low-emission on-site mobile construction equipment.
  - B. Maintain equipment in tune per manufacturer specifications.
  - C. Retard diesel engine injection timing by two to four degrees.
  - D. Use electricity from power poles rather than temporary gasoline or diesel generators.
  - E. Use reformulated low-emission diesel fuel.
  - F. Use catalytic converters on gasoline powered equipment.
  - G. Substitute electric and gasoline powered equipment for diesel powered equipment where feasible.
  - H. Do not leave inactive construction equipment idling for prolonged periods (i.e. more than two minutes).
  - I. Schedule construction activities and material hauls that affect traffic flow to off-peak hours.
  - J. Configure construction parking to minimize traffic interference.
  - K. Develop a construction traffic management plan that includes, but is not limited to: Providing temporary traffic control during all phases of construction activities to improve traffic flow; Rerouting construction trucks off congested streets; and provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
53. Prior to construction/installation of any new point source emissions units or non-permitted emission units (i.e., gasoline dispensing facility, boilers, internal combustion engines, etc.), authority to construction applications shall be submitted to the AQMD. Submittal of applications shall include facility diagram(s), equipment specifications and emission factors.
  54. All portable equipment (non-mobile) with a 50-horse power or greater engine to be utilized on the project shall be permitted by the California Air Resources Board. Copy of the current portable equipment permit shall be with equipment. This condition shall be verified prior to site construction

## **EL DORADO HILLS COMMUNITY SERVICES DISTRICT (EDHCSD)**

55. All construction debris resulting from the development of the project shall be disposed of in manner consistent with the solid waste diversion plan practiced by the El Dorado Hills CSD and as mandated by AB 939, and in compliance with El Dorado County Construction and Demolition Debris Recycling Ordinance, Section 1, Chapter 8.43 of Title 8 of the El Dorado County Code. Construction debris shall be disposed by current waste collection franchise.

## **COUNTY SURVEYOR'S OFFICE**

56. All survey monuments shall be set prior to the filing of the Final Map or the developer shall have the surety of work to be done by bond or cash deposit. Verification of set monuments or amount of bond or deposit to be coordinated with the Surveyors Office.
57. The roads serving the development shall be named by filing a completed Road Name Petition with the County Surveyors Office prior to filing the Final Map.

## **EL DORADO HILLS FIRE DEPARTMENT**

58. A secondary means of egress shall be provided prior to any home construction. This condition shall be verified during review of the Improvement Plan.
59. The potable water system with the purpose of fire protection for this residential development shall provide a minimum fire flow of 1,000 gallons per minute with a minimum residual pressure of 20 psi for a 2-hour duration. This requirement is based on a single-family dwelling measuring 6,200 square feet or less in size. All homes shall be fire sprinklered in accordance with NFPA 13D and department requirements. This fire flow rate shall be in excess of the maximum daily consumption rate for this development. A set of engineering calculations reflecting the fire flow capabilities of this system shall be supplied to the department for review and approval. This condition shall be verified during review of building permit.
60. 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 500 feet. The exact location of each hydrant and all fire protection system devices shall be determined by the Fire Department during review of the Improvement Plan.
61. To enhance nighttime visibility, each hydrant shall be painted with safety white enamel marked in the roadway with a blue reflective marker as specified by the Fire Department and Fire Safe Regulations. Compliance with this condition shall be further verified during review of the Improvement Plan.
62. This development shall be prohibited from installing any type of traffic calming devices that utilize a raised bump/dip section of roadway. Compliance with this condition shall be further verified during review of Improvement Plan.



63. 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 combustible members being brought onto the site as specified by El Dorado Hills Fire Department Standard B-003. Compliance with this condition shall be further verified during review of building permit.
64. Any gate shall meet the El Dorado County Land Development Manual and Fire Safe Regulations.
65. Driveways shall be 12 feet in width. The maximum grade shall not exceed 20 percent when paved, 16 percent if unpaved per the Uniform Fire Code. This condition shall be verified during review of building permit.
66. The lots the back up to the wildland open space shall be required to use non-combustible type fencing. Compliance with this condition shall be further verified during review of the building permit.
67. All applicable provisions of the approved Wildfire Safe Plan for Treviso II (dated August 12, 2011) shall be implemented and maintained. A note shall be incorporated on the Final Map depicting this requirement.

## **ATTACHMENT 2**

### **FINDINGS**

#### **Rezone Z11-0001/Planned Development PD11-0001/Tentative Map TM11-1502/Treviso II Planning Commission/January 26, 2012**

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 pursuant to *Section 66472.1* of the *California Government Code*:

#### **FINDINGS FOR APPROVAL**

##### **1.0 CEQA FINDINGS**

- 1.1 Staff has prepared an Initial Study to determine if the proposed project would have a significant effect on the environment. Supporting studies, which evaluated the entire property, were referenced in this Initial Study. Based on the Initial Study, a Mitigated Negative Declaration has been determined as specific impacts to Biological Resources has been identified, which would be subject mitigation measures minimizing its effects to less than significant.
- 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 2850 Fairlane Court Placerville, CA 95667.

##### **2.0 GENERAL PLAN FINDINGS**

- 2.1 The project is in conformance with the applicable policies of the General Plan including 2.1.1.2, 2.2.1.3, 2.2.5.3, 2.2.5.21, TC-Xe, TC-Xf , 5.1.2.1.
- 2.2 The reduced wetland setback from 50 feet to 25 feet in deemed consistent with Interim Interpretive Guideline to General Policy 7.3.3.4 based on submitted project information and subject to Best Management Practices (BMP) measures.

##### **3.0 ZONING FINDINGS**

The project includes a rezone of the site to One-Family Residential-Planned Development (R1-PD). The anticipated residential use conforms to the identified primary use (residential) under the district. As Planned Development, specific development standards would be modified in the accordance with ordinance and policies of the General Plan.

##### **3.1 Planned Development**

- 3.1.1 That the PD zone is consistent with the General Plan;

The overlay PD zone for Treviso II is consistent with the High Density Residential (HDR) land use designation in terms of use, development concept, and density.

- 3.1.2 That the proposed development is so designed to provide a desirable environment within its own boundaries;

Treviso II is designed utilizing current engineering techniques that would adequately accommodate the proposed clustered residential development, preserve an area open space area, and minimize impacts to resources (oak canopy) and wetland seep.

- 3.1.3 That any exceptions to the standard requirements of the zone regulations are justified by the design or existing topography;

As part of the Development Plan, specific R1-zone development standards are modified including lot width and setbacks. These modifications would complement and ensure functionality of the clustered development while maintaining an open space area, preserving existing resources, and reduction in grading.

- 3.1.4 That the site is physically suited for the proposed uses;

The clustered development is designed to utilize the developable areas to the greatest extent possible.

- 3.1.5 That adequate services are available for the proposed uses, including, but not limited to, water supply, sewage disposal, roads and utilities;

The project is required to improve and extend public water and sewer services which currently exist in the immediate area. As conditioned, the required road improvements shall be constructed consistent with County Design and Improvement Standards Manual. Subsequent permits review and approval would be required prior to any start of construction.

- 3.1.6 That the proposed uses do not significantly detract from the natural land and scenic values of the site.

The residential development would blend with the existing and future residential uses in the immediate area. The planned residential development open space for preservation of oak canopy and a seep wetland.

#### **4.0 TENTATIVE MAP FINDINGS**

- 4.1 The proposed revised tentative map, including design and improvements, is consistent with the General Plan policies and land use map; and

- 4.2 The design or improvements of the proposed division are consistent with the General Plan.

The residential subdivision is consistent with the High Density Residential (HDR) land use designation and applicable General Plan policies including allowable density, site and improvement design, and resource preservation.

- 4.3 The site is physically suitable for the proposed type and density of development.

The project site includes areas of varying topography and oak woodland canopy. The residential project is designed utilizing Planned Development concepts that would affect the developable areas of the site in a clustered design and preserve existing resources within open space areas.

- 4.4 The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitats.

As the residential subdivision is designed in accordance with the objectives of the Planned Development application and subject to conditions of approval, development impacts to the natural resources on the site shall be minimized. An open space area is created to preserve existing oak woodland habitat and protect wetland area.

- 4.5 The design of the subdivision or the improvements are not suitable to allow for compliance with the requirements of Section 4291 of the Public Resource Code (Section 4291 establishes criteria for fire and fuel breaks around buildings).

Adequate fire protection measures based on the approved Fire Safe Plan shall be implemented during construction and operation of the residential development. The approved subdivision will be constructed to accommodate necessary improvements for emergency purposes including secondary access roads, turnaround, and fire hydrants. The public water system servicing the project shall provide adequate fire flow for the project.

- 4.6 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)

Along with the 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 of the Final Map for any portions of the approved tentative map.

## 5.0 DESIGN WAIVERS FINDINGS

The Design Waivers requested are subject to specific findings under Section 16.08.020 of the El Dorado County Zoning Ordinance described below.

- A. *There are special conditions or circumstances peculiar to the property proposed to be subdivided which would justify the waiver.*
- B. *Strict application of the design or improvement requirements of this chapter would cause extraordinary and unnecessary hardship in developing the property.*
- C. *The waiver would not be injurious to adjacent properties or detrimental to the health, safety, convenience and welfare of the public.*
- D. *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 following summarizes each request with supporting justification to the above findings.

Design Waiver Request A: Reduction of right-of-way from 50 feet to 31 feet for private road (Lot R) Via Treviso.

Residential subdivisions within Community Region area of the county is subject to DISM Standard Plan 101 B. Specifically, DISM Plan 101 B requires public road to be contained within 50 foot right-of-way. The road serving the development, Via Treviso, is private with a reduced right-of-way width of 31 feet. Based on the minimal amount of lots and average vehicular trips (9.6 ADT), this right-of-way would adequately accommodate the necessary road improvement to serve the development including road and sidewalk. Application of standard right-of-way could affect the clustered, compact design of the development and could potentially cause unnecessary impacts to resources. Given that the clustered design versus the standard lot sites and isolated location of this planned development in comparison with adjacent residential subdivision, approval of this deviation exclusively serves this development, would not be injurious adjacent properties or general public welfare, and would not have any nullifying effect with the objectives of the Subdivision Ordinance.

Design Waiver Request B: Reduction of sidewalk width from 6 feet to 4 feet one and placement of sidewalk on one side of private road Lot R

DISM Plan 101 B requires a 6-foot wide sidewalk on both sides of the road. The project would construct a reduced 4-foot wide sidewalk on one side of Via Treviso. As designed, this improvement would be adequate to serve the pedestrian circulation needs by the future residents of this private residential development. This sidewalk would also provide connectivity to an existing 4-foot sidewalk in the adjacent residential subdivision to the south and future sidewalks anticipated in the planned development in Village 8 of the Promontory Specific Plan. Application of a standard 6-foot wide sidewalk on both sides of the street would result in unnecessary grading impacts and affect the clustered design of the planned development. As a private residential subdivision, the waiver would not affect adjacent properties or be detrimental to public health, safety, and welfare as the modified

improvement would exclusively serve this development and would not nullify the objective of the ordinance.

Design Waiver Request C: Reduction of off-site road pavement width (Via Barlogio) from 36 feet to 24 feet width without standard sidewalk and curb and gutters.

DISM Plan 101 B requires a minimum road width of 36 feet (based on 351-2000 Average Daily Trip rating) supported by standard Type 2 curb and gutter. Given the minimal lot count and anticipated average daily trip, the project will construct a maximum road width of 24 feet without the standard curb and gutter. This interim road improvement will be designed to include the necessary grading to ultimate prism design and drainage ditches. Full road improvement will be ultimately built in accordance with contemplated standards (Valley Two-Way) in the Promontory Specific Plan with the development of Village 8. As determined and conditioned by the Department of Transportation and El Dorado Hills Fire Department, this proposed interim improvement would sufficiently accommodate the anticipated vehicular traffic and secondary access needs by this residential development. The construction of the road improvement will not be injurious as it will be designed according to applicable County DISM standards, subject to review and approval of Improvement Plan and other permits, and would improve circulation in the existing neighborhood. It will not nullify the objectives of the ordinance as this improvement would be eventually improved to its anticipated road standards required in the Promontory Specific Plan.

Design Waiver Request D: Increase the maximum driveway gradient from 16% to 20% serving Lot 20.

The design of Lot 20 triggers the Hillside Standards of the DISM which include a maximum driveway grade of 16% (Exhibit K). Lot 20 will be served by an asphalted driveway with a grade of 20%. The area of the lot affected by the driveway currently has similar existing gradient. Requirement to meet the standard would result in the re-design of the driveway and could result in excessive cut into the existing terrain and affect the integrity of the slopes in the adjacent lots. As reviewed and conditioned by the El Dorado Hills Fire Department and DOT, this modified driveway would adequately accommodate both common and emergency apparatus vehicles accessing the lot and would not be injurious to adjacent properties or affect public safety. This driveway will serve Lot 20 exclusively, will be designed to other applicable standards in the DISM, be subject to review and approval of construction plans, and, therefore, would not nullify the intent and objectives of the ordinance.