

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



Agenda of: July 12, 2007
Item No.: 9.a.
Staff: Jonathan Fong

REZONE/PLANNED DEVELOPMENT/PARCEL MAP

FILE NUMBER: Z06-0035/PD06-0023/P06-0030

APPLICANT: David and Michael McMahon

REQUEST: Request for a rezone, planned development, and a parcel map.

Rezone from Limited Multifamily-Design Control-Airport Safety District (R2-DC-AA) to Multifamily Residential-Planned Development-Airport Safety District (R2-PD-AA);

Planned development plan to would allow a four unit multifamily residential development consisting of a two duplex units; and

Parcel map creating four residential lots including open space lots.

One design waiver has been requested to reduce the sidewalk improvement requirement from six feet to four feet.

LOCATION: On the west side of Cambridge Road, 120 feet north of the intersection with Estepa Drive, in the Cameron Park area, Supervisorial District I (Exhibit A).

APN: 082-543-07

ACREAGE: 0.57 acre

GENERAL PLAN: Multifamily Residential (MFR) (Exhibit B)

ZONING: Limited Multifamily Residential-Design Control-Airport Safety District (R2-DC-AA) (Exhibit C)

ENVIRONMENTAL DOCUMENT: Negative Declaration

SUMMARY RECOMMENDATION: Conditionally approve Z06-0035/PD06-0023/P06-0030 and deny the design waiver

BACKGROUND: Design Review DR05-0010 was submitted on February 14, 2006, to construct a four-unit multifamily project on the parcel. However, pursuant to General Plan Policy 2.2.5.13, a Planned Development (PD) zone overlay is required because of the project location within Safety Zone 3 of the Cameron Park Airport. The rezone, planned development, and parcel map applications were submitted on August 11, 2006, to be consistent with the policy requirements and to allow the parcelization of the individual residential units.

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

Project Description: The request is for a rezone, planned development, and a parcel map for a four (4) unit condominium project. Two (2) duplexes would be constructed, and each unit would be parcelized. The units would be constructed as split level attached units with individual garages beneath the units.

The project would require the removal of oak canopy for the construction of the residential units. The applicant has submitted an arborist report and Oak Mitigation Plan consistent with General Plan Policy 7.4.4.4 which would involve onsite replacement of the affected canopy.

One design waivers has been requested for the following to reduce the sidewalk improvement requirements from six feet to four feet.

Rezone: The rezone request would add the Planned Development (PD) zone overlay and remove the existing Design Control (DC) overlay. The inclusion of the PD would require the removal of the DC overlay, because the level of review of a PD application would exceed that of a DC application.

The zoning would change from Limited Multifamily Residential-Design Control-Airport Safety (R2-DC-AA) to Limited Multifamily Residential-Planned Development-Airport Safety (R2-PD-AA). The AA zoning overlay would remain due to the project location within Safety Zone 3 of the Cameron Park Airport.

Planned Development: A planned development (PD) is requested which would allow flexibility with the creation of airspace units. Because the project would parcelize the proposed multifamily residential units into individual airspace lots, zero lot line setbacks would be required. The PD application would allow reductions to the Development Standards within the R2 Zone District.

As required by General Plan Policy 2.2.3.1 residential planned developments would be required to provide a minimum of 30 percent open space. The project has identified areas on the project site

that would be counted as open space. Approximately 34 percent of the site would be dedicated open space. The open space would be located in the undeveloped areas adjacent to the proposed condominium project.

Site Description: The project site is located in the Cameron Park area. The project site is at an elevation of approximately 1,280 feet elevation. Slopes onsite are generally mild with steeper slopes to the east where the site fronts Cambridge Drive. The site is located within Mitigation Area 2. The nearest riparian feature is Cameron Park Lake which is located approximately 250 feet to the east of the parcel. An arborist report prepared for the site identified five oak trees and two non-oak species.

Adjacent Land Uses:

	Zoning	General Plan	Land Use/Improvements
Site	R2	MFR	Undeveloped
North	R2	MFR	Multifamily residences
South	R2	MFR	Proposed multifamily residences
East	R2	MFR	Multifamily residences
West	R2	MFR	Multifamily residences

The project would create multifamily residential development which is consistent with the surrounding development. The proposed land use and density is consistent within the project vicinity.

General Plan: The General Plan designates the subject site as Multifamily Residential (MFR). This designation permits high density, multifamily structures such as apartments, single-family attached dwelling units, and multiplexes. Therefore, the proposed attached single-family units would be consistent within the MFR land use designation.

Additionally, the following General Plan policies are relative to this project:

General Plan Policy 2.2.5.13 requires that land uses adjacent to or surrounding airports shall be consistent with the applicable Comprehensive Land Use Plan (CLUP). Within Safety Zone 3, the maximum density for residential development shall not exceed one dwelling unit per five acres without the Planned Development Combining Zone District (PD).

The project would exceed the density requirements of the policy. Accordingly, the rezone request would add the PD zone overlay to the parcel zoning to be consistent with this policy.

General Plan Policy 2.2.3.1A establishes that Planned Development residential projects shall include at least 30 percent commonly owned or public held open space. Open space shall not include space occupied by infrastructure. Planned Developments shall cluster housing or lots to conform to the

natural topography. The project site is 0.57 acre (approximately 25,000 square feet). Residential planned developments require at least 30 percent open space (approximately 7,500 square feet.) Reviewing the proposed parcel map, approximately 34 percent of the site has been identified as calculable open space.

As shown on the site plan, private landscaped areas have been designed for each of the residential units. These private areas are not calculable open space and have been excluded from the open space tabulation. A tabulation of the open space requirement is listed below:

Parcel Size	0.59-acres (approx. 26,000 square feet)
Required Open Space	0.18-acres (approx. 7,800 square feet)
Proposed Open Space	0.20-acres (approx 8,800 square feet)
Percent Open Space Proposed	34

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

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

The project parcel is located within the El Dorado Irrigation District (EID) service area.

2. Availability and capacity of public treated water system;

EID submitted a Facilities Improvement Letter (FIL) to the applicants dated December 14, 2005, which verified that a 10-inch water line exists beneath Cambridge Road capable of providing water to the proposed four residential units. The water line is capable of sustaining the required 2,250 gallon per minute (gpm) fire flow for two hours as conditioned by the Cameron Park Fire Department.

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

A six-inch sewer pipe is located beneath Cambridge Road which can provide wastewater service to the proposed residential units.

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

The project site is located within two miles of existing elementary, secondary, and high school sites.

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

The project site is located within the Cameron Park CSD Fire Protection District. The Fire District has determined that adequate fire protection services exist to service the project.

6. Distance to nearest Community Region or Rural Center;

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

7. Erosion hazard;

The onsite soils are identified as Rescue Series variants which are characterized as having a moderate to high erosion potential. All grading activities would be required to adhere to the *El Dorado County Grading, Erosion, and Sediment Ordinance*. Compliance with this ordinance would reduce the potential erosion hazards.

8. Septic and leach field capability;

The project would be served by a public wastewater system.

9. Groundwater capability to support wells;

The residential development would be served by EID public water and sewer facilities.

10. Critical flora and fauna habitat areas;

The project site is located within Mitigation Area 2. As required by the Zoning Ordinance, the Mitigation Area 2 Fee would be applicable and paid prior to issuance of a building permit.

11. Important timber production areas;
12. Important agricultural areas;
13. Important mineral resource areas;

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

14. Capacity of the transportation system serving the area;

The Department of Transportation (DOT) has reviewed the project and has determined that a traffic study would not be necessary for the project. However, DOT has requested that road improvements

be required as conditions of approval. The improvements would include the onsite widening of Cambridge Road and onsite and offsite sidewalk construction.

15. Existing land use pattern;

The project parcel is surrounded by existing single-family and multifamily development. Staff has determined that the project multifamily residential project is consistent with the existing land use pattern within the project area.

16. Proximity to perennial water course;

The project parcel is located in the vicinity of the Cameron Park Lake. However, construction of the multifamily residential project would not impact the lake.

17. Important historical/ archeological sites;

The cultural resources assessment performed on the property found no cultural resources or archeological sites.

18. Seismic hazards and present active faults.

The project site is not located in an area known to have seismic hazards or faults.

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

The proposed multifamily project is consistent with the applicable CC&R's.

General Plan Policy 7.4.4.4 establishes retention and replacement requirements for impacted oak canopy. As determined through an onsite arborist survey, the project site has approximately 44 percent oak canopy coverage. The policy requires 80 percent retention of the canopy. The project would remove roughly 8 percent of the canopy which is consistent with the retention requirements. The applicant has obtained the required replacement plan which identifies an onsite replacement area for the impacted canopy.

Planning staff finds the project would be consistent within the Multifamily Residential (MFR) land use designation and applicable General Plan policies.

Zoning: The subject site is zoned Limited Multifamily Residential-Community Design Review-Airport Safety District (R2-DC-AA). The R2 Zone District allows the proposed multifamily development. The project would comply with the development standards of the R2 Zone District.

The applicant is requesting the Planned Development (-PD) overlay in order to satisfy General Plan Policy 2.2.5.13. The (-PD) overlay would allow a density greater than one dwelling unit per five acres within Safety Zone 3 of the Placerville Airport.

Development Plan: The proposed multifamily residential development consists of four residential units on a 0.57-acre site. The project would be constructed as two duplexes. The development has been designed with dual attached garages. A single driveway would be constructed to provide access to the units from Cambridge Road.

The development plan would allow modifications to the development standards of the R2 Zone District and standards of the Zoning Ordinance. The driveway which would provide access to the site from Cambridge Road has been proposed to be 21 feet. Section 17.18.030 of the Zoning Ordinance requires a 24 foot wide drive isle for driveways. The applicant has proposed a reduction in the driveway width requirement to minimize the potential impacts to the onsite oak canopy.

Section 17.04.030 B. establishes the required findings the Planning Commission must make prior to approving or conditionally approving a Planned Development:

1. That the PD request is consistent with the General Plan;

The proposed zone change would rezone the property from Limited Multifamily Residential-Design Control-Airport Safety District (R2-DC-AA) to Limited Multifamily Residential-Planned Development-Airport Safety District R2-DC-PD-AA). The zone change is required due to the project location within Safety Zone 3 of the Cameron Park Airport.

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

The project has been designed to minimize impacts to the oak canopy which would enhance the onsite natural features. Additionally, the required open space has been provided which would provide recreational areas for the project.

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

The project is consistent with the development standards of the R2 Zone District. However, a design waiver has been submitted to reduce the onsite driveway width from 24 feet to 21 feet. This would minimize the potential negative impacts to the existing oak canopy.

4. That the site is physically suited for the proposed uses;

The project is relatively flat and would require a moderate amount of grading. The project site has approximately 44 percent oak canopy coverage. As discussed in the General Plan section above, the project would be consistent with the retention and replacement provisions of General Plan Policy 7.4.4.4.

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

EID has determined that adequate public water and sewer facilities are available to serve the development.

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

The prominent natural feature on the project site is a large oak cluster located adjacent to Cambridge Road. The project has been designed to avoid impacting the oak and retaining the feature.

Planning staff finds that the project is consistent with the development standards of the R2 Zone District and the Zoning Ordinance.

Design Waivers

One design waiver has been requested in conjunction with the project:

- A. To reduce the sidewalk improvement requirement from six feet to four feet.

Section 16.08.020 of the Subdivisions Ordinance establishes that the following findings must be made prior to approval of a design waiver:

- 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 Department of Transportation has requested conditions of approval which would require construction of a six foot wide sidewalk along the property frontage on the western side of Cambridge Road. Cambridge Road is a major collector road in the Cameron Park Community Region.

Reduction of the sidewalk width from six feet to four feet would potentially expose pedestrians to additional vehicular hazards along the major collector road. Furthermore, no sidewalks exist on the east side of the road. Because the project site is located in close proximity to Bass Lake, increased usage of the sidewalks could be expected.

Therefore, the Department of Transportation has recommended denial of the design waiver.

Cameron Park Airport Comprehensive Land Use Plan:

The project site is located within Safety Zone 3 of the Cameron Park Airport. Figure 7 *Land Use Compatibility Guidelines for Safety* establishes that multifamily dwellings are a compatible use within Safety Zone 3.

ENVIRONMENTAL REVIEW

Staff has prepared an Initial Study (Environmental Checklist with Discussion attached) to determine if the project may have a significant effect on the environment. Based on the Initial Study, conditions have been added to the project to avoid or mitigate to a point of insignificance the potentially significant effects of the project. Staff has determined that there is no substantial evidence that the proposed project as conditioned would have a significant effect on the environment, and a Negative Declaration has been prepared.

This project is not located within or adjacent to an area which has wildlife resources (riparian lands, wetlands, watercourse, native plant life, rare plants, threatened and endangered plants or animals, etc.), and was referred to the California Department of Fish and Game. In accordance with State Legislation (California Fish and Game Code Section 711.4), the project is subject to a fee of \$1,850.⁰⁰ after approval, but prior to the County filing the Notice of Determination on the project. This fee, less \$50.⁰⁰ processing fee, is forwarded to the State Department of Fish and Game and is used to help defray the cost of managing and protecting the State's fish and wildlife resources.

RECOMMENDATION

Planning Services staff recommends the Planning Commission make the following recommendation to the Board of Supervisors:

1. Adopt the Negative Declaration based on the Initial Study prepared by staff; and
2. Approve Z06-0035/ PD06-0023/ P06-0030 subject to the Conditions of Approval in Attachment 1 and Findings in Attachment 2.
3. Deny the design waiver as the required findings cannot be made.

SUPPORT INFORMATION

ATTACHMENTS

Attachment 1Conditions of Approval
Attachment 2Findings of Approval

Exhibit AVicinity Map/ A.P.N. page
Exhibit BGeneral Plan Land Use Map
Exhibit CZoning Map
Exhibit DParcel Map
Exhibit EBuilding Elevations
Exhibit FEnvironmental Checklist and Discussion of Impacts

ATTACHMENT 1

CONDITIONS OF APPROVAL

Z06-0021/PD06-0017

July 12, 2007

Planning Services

1. This rezone, planned development, and parcel map is based upon and limited to compliance with the project description, the Planning Commission hearing exhibits marked Exhibits D-E- (Parcel Map, Building Elevations), dated July 12, 2007, and conditions of approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

The project description is as follows: The project would consist of a rezone, planned development, and a parcel map.

The rezone would change the zoning from Limited Multifamily Residential-Design Control-Airport Safety District (R2-DC-AA) to Limited Multifamily Residential-Planned Development-Airport Safety District (R2-PD-AA).

The proposed development plan would allow a four unit multifamily residential development consisting of a two duplex units. As shown on the Site Plan, Building A would be 4,476 square feet and Building B would be 4,476 square feet. Lots 1 and 2 would be located within Building A and would be 5,916 square feet and 3,642 respectively. Lots 3 and 4 would be located within Building B and would be 3,110 square feet and 4,319 square feet respectively. The open space lot would include the remainder of the parcel including the driveway and open space areas.

A 21 foot wide driveway would be constructed to provide access to the four units via Cambridge Road.

As shown on the Tree Preservation Plan, 8 percent of the existing oak canopy would be removed as part of the project. The replacement canopy would be planted along the northern property boundary adjacent to Building A.

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.
2. Building design and colors, building placement, and parking lot improvements shall be completed in conformance with the plans submitted and in conformance with the conditions of approval herein (Exhibits D and E). Minor variations are allowed, however, any major changes in the design of buildings, location of buildings, access ways, and parking shall require Planning Services review and approval.
 3. The applicant shall replace the removed oak canopy with a 1:1 replacement ratio. Replacement trees shall be planted on site to the satisfaction of the Development Services Director. An agreement to the satisfaction of County Counsel and the Development Services Director shall be required to ensure the long term maintenance and preservation of the replacement trees. Maintenance shall be required for a 10-year period. Any trees that do not survive during this period shall be replaced. The replacement trees shall be planted prior to final inspection and the maintenance agreement shall be provided to Planning Services prior to issuance of a building permit.
 4. No lighting is proposed at the time of application. All future outdoor lighting shall require Planning Services approval of a minor revision to this design review application. All lighting shall conform to Section 17.14.170 of the County Code and be fully shielded pursuant to the Illumination Engineering Society of North America (IESNA) full cut-off designation.
 5. Landscaping is required to meet Zoning Code Chapter 17.18.090, and General Plan Policies 7.4.5.2 and 7.4.4.4, before a final building permit can be issued. The final revised Landscape Plan shall meet the 50 percent requirement for native plants. A Water Conservation Landscape form shall be filled out and approved by Planning Services before the final permit can be issued. Applicant shall install and maintain landscaping in accordance with the approved final landscaping plan in perpetuity or unless otherwise modified through any future permit.
 6. Prior to building permit issuance an Avigation and Noise Easement shall be completed and recorded.
 7. In the event a heritage resource or other item of historical or archaeological interest is discovered during grading and construction activities, the project proponent shall ensure that all such activities cease within 50 feet of the discovery until an archaeologist can examine the find in place and determine its significance. If the find is determined to be significant and authenticated, the archaeologist shall determine the proper method(s) for handling the resource or item. Grading and construction activities may resume after appropriate measures are taken or the site is determined not to be of significance.
 8. Prior to recordation of the final map, all Development Services fees shall be paid.

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

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

Department of Transportation

Project Specific Conditions

10. The developer shall widen the frontage along Cambridge Road to a total half width of 16 feet from the existing centerline to face of curb with Type 2 curb and gutter and a 6-foot wide sidewalk according to the provisions of Standard Plan 104 & 101B. The improvements shall be substantially complete to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the recordation of the parcel map.
11. For the offsite improvements on Cambridge Road, the applicant shall construct a Type 2 curb, gutter and six-foot sidewalk from the project boundary, north to the existing encroachment for Assessor's Parcel Number 082-770-45 and southerly, from the project boundary to the existing encroachment for Assessor's Parcel Number 082-830-08. The improvements shall be substantially completed, to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security prior to the recordation of the parcel map.
12. The developer shall construct a modified Standard Plan 103G driveway on to Cambridge Road. This work must be substantially complete, as determined by the Department of Transportation prior to occupancy of any unit of this project.

Standard Conditions

13. The developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual from the County Department of Transportation and pay all applicable fees prior to filing of the final map.
14. The developer shall enter into an Improvement Agreement with the County and provide security to guarantee performance of the Improvement Agreement as set forth within the

County of El Dorado Major Land Division Ordinance prior to filing the final map.

15. A final drainage study shall be prepared by the project proponent and submitted with the subdivision grading and improvement plans to the approval of the Department of Transportation. All drainage facilities identified in the drainage study shall be included in the subdivision grading and improvement plans.
16. 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.
17. 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.
18. All on and off-site road improvement requirements required as conditions of approval and/or mitigation measures shall be analyzed in the environmental document for this development project to the appropriate extent under CEQA . Any improvements that are not thoroughly analyzed shall include a discussion and justification under that particular impact analysis within the CEQA document as to the circumstances preventing such analysis along with a method and time frame for any future analysis. Mitigation measures that are included in the five-year CIP must have the CEQA processing completed to fulfill this condition as funded and programmed per the 2004 General Plan Policy TC-Xf.
19. Grading plans shall be prepared and submitted to the El Dorado County Resource Conservation District (RCD) and the Department of Transportation. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the Department of Transportation shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. The County shall issue no building permits until the Department of Transportation approves the final grading and erosion control plans and the grading is completed.
20. The timing of construction and method of revegetation shall be coordinated with the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the Department of Transportation. The Department of Transportation shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15.
21. 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.

22. Construction activities shall be conducted in accordance with the County noise regulation or limited to the following hours and days: 7:00 a.m. and 5:00 p.m. on any weekday; 8:00 a.m. and 5:00 p.m. on Saturdays; and prohibited on Sundays and holidays.
23. The applicant shall pay the traffic impact fees in effect at the time a building deemed complete.

Cameron Park Community Services District (CPCSD)

24. Park impact fees and fire development fees shall be paid to the Cameron Park Community Services District (CPCSD) prior to the issuing of a building permit and occupancy of the buildings.
25. CC& R's must be recorded and adhered to prior to final building permit approval.

El Dorado County Air Quality Management District

26. The applicant shall prepare a Fugitive Dust Plan for the project. The District shall review and approve the plan prior to issuance of a grading permit.
27. The applicant shall comply with all District rules during project construction.

ATTACHMENT 2 FINDINGS OF APPROVAL

**FILE NUMBER Z06-0035/P06-0030/PD06-0023
July 12, 2007**

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

FINDINGS FOR APPROVAL

1.0 CEQA FINDING

- 1.1 El Dorado County has considered the Negative Declaration together with the comments received during the public review process. The Negative Declaration reflects the independent judgment of the County and has been completed in compliance with CEQA and is adequate for this project.
- 1.2 No significant impacts to the environment as a result of this project were identified in the initial study.
- 1.3 The project will not affect wetlands, water courses, riparian lands, unique plant or animal life and habitats, or other terrestrial matters under the jurisdiction of the California Department of Fish and Game (CDFG). The project is subject to the CDFG environmental filing fee of \$1,800 and a \$50 El Dorado County processing fee based on CDFG Code Section 711.4 and Senate Bill 1535.
- 1.4 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Development Services Department – Planning Services at 2850 Fairlane Court, Placerville, CA.

2.0 ADMINISTRATIVE FINDINGS

- 2.1 The proposed rezone, planned development, and parcel map plan conform to the General Plan because the proposed multifamily development is consistent within the multifamily (MFR) land use designation. The rezone will create the planned development overlay which is required by the General Plan.
- 2.2 The proposed rezone and development plan conform to the County Zoning Ordinance which permits the proposed development within the Limited Multifamily Residential (R2) Zone District.

3.0 PLANNED DEVELOPMENT FINDINGS

3.1 That the Planned Development Zone request is consistent with the General Plan;

The proposed zone change would rezone the property from Limited Multifamily Residential-Design Control-Airport Safety District (R2-DC-AA) to Limited Multifamily Residential-Planned Development-Airport Safety District (R2-PD-AA). The zone change is required due to the project location within Safety Zone 3 of the Cameron Park Airport.

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

The project has been designed to minimize impacts to the oak canopy which would enhance the onsite natural features. Additionally, the required open space has been provided which would provide recreational areas for the project.

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

The project is consistent with the development standards of the R2 Zone District. However, a design waiver has been submitted to reduce the onsite driveway width from 24 feet to 21 feet. This would minimize the potential negative impacts to the existing oak canopy.

3.4 That the site is physically suited for the proposed uses;

The project is relatively flat and would require a moderate amount of grading. The project site has approximately 44 percent oak canopy coverage. As discussed in the General Plan section above, the project would be consistent with the retention and replacement provisions of General Plan Policy 7.4.4.4.

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

EID has determined that adequate public water and sewer facilities services are available to serve the development.

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

The prominent natural feature on the project site is a large oak cluster located adjacent to Cambridge Road. The project has been designed to avoid negatively impacting the oak.

4.0 Tentative Map Findings

4.1 The proposal conforms to the County's zoning regulations and Minor Land Division Ordinance;

The proposed parcels and open space areas are consistent with applicable General Plan Policies and the development standards of the R2 Zone District.

4.2 The site is physically suitable for the proposed type and density of development;

The proposed density is consistent within the Multifamily Residential (MFR) land use designation. The required oak canopy removal would be consistent with the retention and replacement provisions of the General Plan.

4.3 The design of the division or the proposed improvements are likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat;

The required site improvements will not cause significant impacts to the environment or wildlife. As determined by the Biological Survey and Arborist Reports, the project would not result in significant environmental impacts.