

# DEVELOPMENT SERVICES DEPARTMENT

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## MEMORANDUM

**TO:** Planning Commission Agenda of: September 13, 2007

**FROM:** Roman Anissi, Senior Planner Item #: 12

**HEARING DATE:** September 13, 2007

**RE:** Pre-application Conceptual Review  
Wild Chaparral Khoram, PA07-0016  
Shingle Springs Community Region, Supervisorial District IV

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### **1.0 REQUEST**

Planning Commission Conceptual Review is sought for the Wild Chaparral Khoram pre-application PA07-0016. As part of the pre-application review, the applicant requests early input from the Commission about preliminary issues before submitting a formal project for consideration. The pre-application involves Assessor's Parcel Numbers 070-280-59 and -60 located on the north side of Wild Chaparral Drive, one quarter of a mile west of the intersection with Ponderosa Road, Shingle Springs Community Region, Supervisorial District IV (Attachment A).

### **2.0 PROJECT DESCRIPTION**

Carlton Engineering, agent for Real Returns LLC, submitted a pre-application scope for a project proposing commercial, residential, and open space components on an existing 5.0 and 6.9-acre lot that fronts and is highly visible to US Highway 50. The pre-application identified 12.88 gross acres and the lot area referenced by Assessor's Parcel Map identified 12.01 gross acres, an issue that would need to be resolved with a formal submittal. As submitted, the pre-application proposes less than 25 percent floor area ratio (FAR) for the commercial component when the open space area is included in the calculation. The residential component would provide 12 units with a Planned Development (PD) clustered concept.

Based on the pre-application scope, the commercial component on 7.7 acres of the site would propose a 2.1 acre Lot A with 32,000 square feet of building pad area, a 1.6 acre Lot B with 15,000 square feet of

building pad area, and a 1.9 acre Lot C with 23,000 square feet of building pad area. There would be 302 parking spaces, and 2.0 of the 7.7 acres would be set aside as open space. The remaining 5.2 acres of the project site would be developed with 12 residential single-family units on lots ranging in size between 6,300 and 7,337 square feet. An access road easement and cul-de-sac would serve the residences, and 1.3 of the 5.2 acres would be set aside for open space.

### **3.0 ISSUE SUMMARY**

The entire project site has a current General Plan land use designation of Medium Density Residential (MDR) with One-acre Residential (R1A) zoning. The major issue for this project is the potential for site specific General Plan amendments and rezones that would allow a combination of commercial and residential development. There are several environmental and policy constraint issues that affect the development of this property. Following this discussion, staff will identify specific areas where direction is requested (see Section 5). The most critical issues are briefly described below.

#### **3.1 General Plan Amendment and Rezone**

A General Plan amendment and rezone would propose to change all or a portion of the 7.7 acres to the Commercial (C) land use and the General Commercial-Planned Development (CG-PD) Zone. The commercial element would be located along Wild Chaparral Drive and would be visible from US Highway 50. The second amendment and rezone would be for the 5.2 acres along the rear of the property. This area would propose to be changed to the High Density Residential (HDR) land use and would be rezoned to One-family Residential-Planned Development (R1-PD). The HDR allows one dwelling unit on lots ranging in size between 1.0 and 5.0 acres, with a density range of 3 to 19 units allowed on the 3.9 acres to be designated as residential. The pre-application provides 12 units, which is consistent with the density allowed by the General Plan and for the One-family Residential (R1) Zone that allows density based on a 6,000 square foot minimum lot size for projects connecting to public water and wastewater service. The residential component would buffer the commercial component from the established large lot residential properties on the north. It is unclear whether the 2.0 and 1.3-acre open space lots would need to be redesignated to open space.

#### **3.2 Tentative Map and Planned Development**

Because the project would propose creation of more than five combined commercial and residential parcels, a tentative map would be required. The tentative map and impacts related to development based on the creation of the map would be considered through consistency reviews with the General Plan, Zoning Ordinance, and subdivision policies. As part of the Planned Development (PD) concept, a clustered development would be proposed to direct development to the least sensitive portions of the property while preserving the sensitive areas as open space. Deviations from development standards established by Zoning Ordinance would be required, and a list of such deviations would be included for consideration during the formal review process. Staff would analyze such deviations based on the requirements of a PD to provide innovations in design. Any request to deviate from the provisions of the Design and Improvements Standards Manual (DISM) would require design waivers and justification for such waivers during the formal review.

### 3.3 General Plan Consistency

Staff would like direction about the General Plan policies that would affect this project. The policy issues include the potential to proceed with a General Plan amendment and rezone, project compatibility, transportation and site improvements, oak woodland preservation, and potentially other policies.

#### Potential for General Plan Amendment and Rezone

For this project, staff requests input about the potential to change the General Plan Land Use designations based on the project specific scope, noted above. For the rezone, General Plan Policy 2.2.5.3 requires the County to evaluate rezones based on minimum parcel size and maximum allowable density, as well as an evaluation to determine whether changes in conditions would support a higher density or intensity zone. There are 19 criteria that would need to be assessed. Of those criteria, the ones discussed in this section are the most pressing.

- Conditions 1 thru 3 address water and wastewater availability. This project would be required to connect to the public water and wastewater systems, because the site is within the Shingle Springs Community Region boundary. Upon submittal of a formal project, the applicant would be required to submit an El Dorado Irrigation District (EID) Facilities Improvement Letter (FIL) for the applicable scope.
- Condition 4 addresses distance to and capacity of elementary and high schools to accommodate the proposed project. The Buckeye Union School District provides elementary school services and Ponderosa High School is located very close to this development. As with most projects, impacts are satisfied with the payment of school impact fees for new residences and the commercial component would not be affected by this condition.
- Conditions 5 and 14 address distance to the nearest fire station and capacity of the areas transportation system. This project is located near major transportation corridors, and access for emergency vehicles as well as private automobiles can be accommodated. A traffic study must be prepared and submitted for the project to determine the required level of improvement on and off-site for transportation related improvements. The project would also be required to make major improvements to address fire safety. The property is located within the El Dorado County Fire Protection District boundary, and the closest fire station is about one quarter mile north of this site along Ponderosa Road.
- Conditions 10 and 16 address critical flora, fauna, and wetland habitats. A Biological Study and Wetland Delineation Study would be required for this project in order to allow staff an opportunity to analyze the proposal for related impacts. The site is comprised of gabbroic soils within Rare Plant Mitigation Area 1, and a stream bisects the property in a north south direction along the western portion of the property. Development proposes a 50-foot non-building buffer from the stream.

- Condition 15 addresses the existing land use pattern. This project is expected to integrate well with the surrounding area, because the property is a transition lot. More intense commercial properties are located on the east of this site, and the two commercial lots adjacent this site remain vacant. Less intense residential and open space lots are located to the north and west of this property. The site is adjacent to US Highway 50 and is identified by the General Plan EIR Exhibit 5.3-1 as being located on a scenic highway corridor.
- Condition 17 addresses cultural resources. A Cultural Resources Study would be required with a formal submittal to determine if any such resources exist on the property.
- Other conditions would either not apply or would be addressed with submitted reports or studies. The project is expected to be located in a stable area where erosion, seismic, and drainage hazards would not be a major factor. Staff would review such details during project processing.

#### Compatibility

- General Plan Policy 2.2.5.21 requires that projects be located and designed in a manner that avoids incompatibility with adjoining land uses. The applicant identified to staff that consultations with the neighbors resulted in the pre-application design and scope. Because the area transitions from a commercial area to an area where majority of the uses are larger residential lots, the site-specific design of this project proposes to place the commercial component along the US Highway 50 frontage while clustering residences to separate the commercial component from the neighborhood on the north. The architectural elements along this frontage are not yet known. The preservation and inclusion of the on-site wetlands into the design provides an amenity that takes advantage of the natural qualities of the property. By placing commercial buildings and potentially outdoor decks near these features rather than placing parking next to the wetland areas, this project would provide an amenity that could be used by those that work or visit the property. Staff expects that this project would be compatible within the area.

#### Transportation, Parking, and Sidewalk Improvements

- The primary access for the residential lots would occur from Crosswood Drive. There would also be one point of entry with an access drive extending from Wild Chaparral Drive over and across commercial Lots A and B to connect to the road easement serving the residences. The road access on Crosswood Drive and the access easements connecting to Wild Chaparral Drive would provide primary and secondary means of access for the residential and a portion of the commercial component. A reciprocal access agreement would be required to allow free access between these two areas. There would be one point of access into and out of Lot C, which is separated by open space from other parts of the property. All access aisles on commercial lots would be improved to allow 24 feet for two way travel as well as truck-turning radius, as illustrate on the pre-application site plan. The residential road is shown on the pre-application site plan to be a 40-foot wide right of way improved with 28-feet of road section, 1-feet of Type

1 rolled curb and gutter, and a 48-foot radius cul-de-sac. There is no mention of sidewalk improvements internal to the project on the plans submitted.

The applicant would be required to provide a detailed parking analysis for the types of uses that would be allowed for the commercial use and must detail such a plan based on the flexibilities allowed by the proposed General Commercial (CG) Zone. A total of 302 spaces are currently shown for the commercial lots, and the ratio that was used to determine this figure is not known. Sidewalks would be required to be installed for the residential areas as either four or six foot, depending on consultation with the Department of Transportation (DOT). With exception to curb and gutter with sidewalks to be designed to Design and Improvement Standard Manual (DISM) Standard Plan 103G and installed on the Wild Chaparral Drive road frontage, no other curb, gutter, and sidewalk improvements seem to be proposed internal to the commercial sites or on Crosswood Drive, which is a private street. It is not known whether design waivers would be required for the proposal. Design waivers would be requested and justified by the applicant during a formal submittal.

#### Oak Woodland Preservation

- The project site consists of a limited amount of oak woodland tree canopy. Without the availability of Option B under General Plan Policy 7.4.4.4, the applicant would be required to retain oak woodland tree canopy that is currently available under Option A. Without an actual figure provided by the application, staff estimates that the site is comprised of oak woodland tree canopy within the 1 to 19 percent range, which requires 90 percent retention. The applicant would need to provide an oak woodland preservation and mitigation plan to meet the requirement.

#### Other General Plan Issues

- In reviewing the studies, plans, and submittal information that would need to be provided with a formal submittal, staff would need to consider General Plan consistency for various project elements. Other than those noted above, Policy 2.2.5.16 about the required level of planning for the entire project site would need to be considered. Project design policies that would need to be considered are Policy 2.4.1.4 precluding strip commercial development, Policies 2.5.2.1 thru 2.5.2.3 for design features of commercial facilities, Policy 2.7.1.1 for proper signage, Policy 2.8.1.1 for lighting, as well as general design provisions that would need to be considered to add to the aesthetic qualities of the area adjacent US Highway 50. Other policies that would need to be considered include Policy 5.6.1.1 for undergrounding of overhead utility lines, Policy 6.5.1.3 for project design and noise sensitivity, Policy 6.7.3.1 for transit and ridesharing opportunities, and Policy 6.7.4.1 to reduce automobile dependency through site design.

#### 3.4 General Site Design and Grading

The amount of site grading necessary for the project is not known, and the Commission could provide input about grading based on the initial concept. Further direction is sought from the Commission about preferences for landscaping, pedestrian connections and walkability to surrounding development, walls or

fence types, berming, as well as general design elements that would need to be considered with a formal submittal.

#### **4.0 PROJECT AND AGENCY REVIEW**

Staff held the pre-application meeting on June 2, 2007, to discuss the process and necessary steps required for a formal project submittal. Depending on direction provided by the Commission, the project would be circulated internally to the multi-disciplinary County review team. It would also be forwarded to external agencies including, but not limited to, the Regional Water Quality Control Board (RWQCB), California Department of Fish and Game (CDF&G), US Fish and Wildlife Services (USFWS), Army Corps of Engineers (ACOE), CalTrans, and others. These agencies may provide comments and conditions.

#### **5.0 PROCESSING**

This conceptual review is meant to allow for early Commission input before a formal project is submitted for processing. Staff would like the following questions answered by the Planning Commission:

- Would the Planning Commission support, in concept, the General Plan Amendment to change the Medium Density Residential (MDR) to Commercial (C) for a portion of the property adjacent Wild Chaparral Drive fronting US Highway 50 to allow for commercial development? Would the Commission support, in concept, the change for the rear portion of the property to High Density Residential (HDR) for to allow for residential development?
- Would the Commission support, in concept, a rezone of the One-acre Residential (R1A) to General Commercial-Planned Development (CG-PD) to allow commercial development and a rezone of the residential portion from R1A to One-Family Residential-Planned Development (R1-PD) to allow residential development?
- Would the Commission recommend that the 2.0 and 1.3 acre open space lots be redesignated to the Open Space (OS) land use and zone in order to preserve these lots as open space in perpetuity?
- Because of the request to rezone a portion of the project as General Commercial (CG), would the Commission support the types of uses allowed by the CG Zone for this project? If not, then what other zones would the Commission consider for the commercial component of the project?
- As part of the Planned Development (PD) application, what would the Commission like the applicant, with a formal submittal, to provide in site design, buffering, architecture, signage, lighting, landscaping, and other design elements?
- What level of transportation improvements on and off-the property, to include road, access easements, parking, loading areas, sidewalks, or other elements, would the Commission support or desire for this project?

Once Planning Commission direction is received, the applicant would consider compiling the required information for a formal submittal. Because this project requires a General Plan Amendment and Rezone, the decision process for a formal project would be a Planning Commission recommendation to the Board of Supervisors for final action. The project would be prepared for a formal public hearing following the environmental analysis to be prepared pursuant to the California Environmental Quality Act (CEQA).

ATTACHEMENTS:

- A. Vicinity Map
- B. General Plan Land Use Map
- C. Zone Map
- D. Gabbro Soils and Mit Area 1 Map
- E. Aerial Map
- F. Conceptual Review Site Plan
- G. General Plan EIR Exhibit 5.3-1
- H. Applicant Letter Request for Conceptual Review