

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



Agenda of: March 11, 2010

Item No.: 11

Staff: Mel Pabalinas

PLANNED DEVELOPMENT/TENTATIVE MAP

FILE NUMBER: PD07-0029/TM07-1457/Serrano Village J7

APPLICANT: Serrano Associates, LLC

REQUEST: The project consists of the following:

1. Development Plan for the proposed subdivision with modifications to One-Family Residential (R1) Zone District development standards including minimum lot size, lot coverage, and setbacks;
2. Tentative Subdivision Map creating 71 clustered residential lots ranging from 2,820 to 6,232 square feet in size and 14 landscape lots; and
3. Design Waiver of the following El Dorado County Design and Improvement Standard Manual (DISM) road improvement standards:
 - A. Modification of subdivision road improvement Standard Plan 101 B including a reduction of right-of-way width from 60 feet to 36 feet, reduction of road pavement from 28 feet to 27 feet, construction of a 6-foot wide sidewalk on one side only, and construction of modified rolled curb;
 - B. Reduction of turnaround cul-de-sac right-of-way from 60 feet to 50 feet and road width radius from 50 feet to 40 feet at the end of Street B;
 - C. Reduction of minimum 100-foot centerline curve radius length to reduced lengths identified on the map; and
 - D. Modification of standard road encroachment under Standard Plan Modified 110 with Serrano entrance design.

LOCATION: Approximately 3,000 feet east of the Serrano Parkway and Bass Lake Road intersection along Bass Lake Road; Supervisorial District I (Exhibit A)

APN: 123-040-11 (Exhibit B)

ACREAGE: 9.8 acres

GENERAL PLAN: Adopted Plan (AP)-El Dorado Hills Specific Plan (EDHSP) (Exhibit C)

ZONING: One-Family Residential-Planned Development (R-1-PD) (Exhibit D)

ENVIRONMENTAL DOCUMENT: Statutorily Exempt pursuant to Section 15182 of the CEQA Guidelines

RECOMMENDATION: Planning Services recommends that the Planning Commission take the following actions:

1. Certify that the residential project is Statutorily Exempt pursuant to Section 15182 of the CEQA Guidelines;
2. Approve Planned Development PD07-0029 adopting 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;
3. Approve Tentative Map TM07-1457 subject to Conditions of Approval in Attachment 1 and based on the Findings in Attachment 2; and
4. Approve the following Design Waivers:
 - A. Modification of standard road improvements Standard Plan 101 B including a reduction of right-of-way width from 60 feet to 36 feet, reduction of road pavement from 28 feet to 27 feet, construction of 6-foot wide sidewalk on one side only, and construction of a modified rolled curb;
 - B. Reduction of turnaround cul-de-sac right-of-way from 60 feet to 50 feet and road width radius from 50 feet to 40 feet at the end of Street B;
 - C. Reduction of minimum 100-foot centerline radius length to reduced lengths identified on the map; and
 - D. Modification of standard road encroachment under Standard Plan 110 with Serrano entrance design.

BACKGROUND

The El Dorado Hills Specific Plan (EDHSP), Development Agreement (DA) and Environmental Impact Report (EIR) were adopted by the El Dorado County Board of Supervisors on July 18, 1988 (Exhibit E). The EDHSP was designed to be consistent with and a refinement of the El Dorado Hills Salmon Falls Area Plan and provides comprehensive policies for the development of a Master Planned Community encompassing within approximately 4,000 acres of the property. The identified land uses vary from High Density Residential, Commercial, Public and Private Open Space and recreational golf course. Though the Environmental Impact Report (EIR) for the Specific Plan analyzed the potential for approximately 7,300 units as the “worse case scenario” and basis of “providing the applicant and decision makers some latitude in their review of the project”, the Plan officially authorized the creation of 6,160 dwelling units. At this time, it is projected that approximately 4,950 dwelling units would be developed at buildout.

Village J is located at the easterly end of the EDHSP within the vicinity of Bass Lake. Depending on the location, the EDHSP contemplates both residential and commercial uses in this area with

corresponding One-Family Residential-Planned Development (R1-PD) and Planned Commercial-Planned Development (CP-PD) zone districts. The EDHSP and DA reference a total of 45 acres of neighborhood commercial areas and approximately 342 residential units within the Village J area. Bass Lake, which is owned and operated by El Dorado Irrigation District (EID), and the abutting lands are also within the EDHSP encompassing approximately 187 acres and has a land use designation of “R” for open space and recreation.

During the inception of the EDHSP, specific areas of Village J along the area of Bass Lake Road adjacent to the lake were affected by changes to the road alignment. In particular, as part of the Bass Lake Road Study Area, the configuration and location of Bass Lake Road near its intersection with Village Green Parkway (now known as Serrano Parkway) as it approaches Bass Lake was approved in October 1992 (Exhibit F). Southern portions of this road were subsequently constructed as required of several residential projects in the area near Serrano Parkway and Bass Lake Road. The remaining improvements would be constructed at a later date subject to future development in the area and availability of construction funding as part of the County’s Capital Improvement Program (CIP).

With the re-alignment of Bass Lake Road, the land uses of properties within the EDHSP in the areas along the southern portion of Bass Lake were affected. Specifically, the original location for the elementary school (S-1) site south of Bass Lake was relocated to the northeastern corner area of Bass Lake Road and Serrano Parkway. With this change, the zone districts specific Village J lands also change from R1-PD to C-PD and vice versa; in particular, Village J7 was re-designated from CP-PD to R1-PD. This was also referenced and corroborated in the approval of Village J4 tentative map under TM03-1386 where “the two parcels east of the new Bass Lake Road right-of-way (APN 113-090-07 and 113-090-09) would contain 48 acres and are zoned Planned Commercial (CP)”. The “shifting of land uses” and corresponding zone district amendments were administratively approved in accordance with Section 1.8 of the EDHSP Development Agreement (DA) which states that modifications to the El Dorado Hill Specific Plan may be conducted “without compliance with procedural provisions of the zoning ordinance or any public hearing notice...”

With the establishment of a reconfigured Bass Lake Road, the lands within Village J south of Bass Lake currently encompass approximately 58 net acres. Exhibit G depicts the specific villages as: Village J5 (APN 123-040-07 formerly 113-090-07), J6 (APN 123-040-09 formerly 113-090-09), and J7 (APN 123-040-11). The 45-acres of commercial land are encompassed within Village J5 and the westerly half portion of Village J6 while the remaining 9.8-acre land is allotted for the entire Village J7 area.

The County recently approved or is currently processing other projects within Village J. As referenced under Exhibits G through G2, these projects consists of both commercial and residential developments in Village J area including Lot H of Village J2/J3, Village J5 Phase 1 Final Planned Development, and Phase II Commercial, and Village J5/J6 Residential. Village J5 Phase Final Development Plan was approved on December 10, 2009. As submitted, the J2/J3 and J5/J6 residential development projects originally included two potential alternatives involving the location of the S-1 elementary school. Alternative 1 proposes the elementary school west of Bass Lake as shown Village J2/J3 tentative map approved in 2001 and proposes to map Village J5/J6 residential with 204 residential units. Alternative 2 would propose the school relocation in between the Village J5/J6 area and the remaining area of J6 is mapped with 98 lots. In October 2008, the applicant submitted a letter requesting to withdraw Alternative 2 and leave the school site in J2/J3 as currently provided. Therefore, the remaining residential projects within the Village J area currently in process by the County consists of Village J7 (PD07-0029/ TM07-1457) for 71 lots, Village J5/J6 (Z08-0031/ PD08-

0019/ TM08-1479) for 204 lots, and Village J2/J3 Lot H (PD01-0003R/ TM01-1376R) for 83 lots. The only commercial project in process is Village J5 Commercial Phase 2 (PD08-0020/P08-0029).

The combination of the constructed subdivisions and the residential projects in process by the County would total 544 residential lots within Village J. The proposed build out of Village J is authorized by the EDHSP which allows flexibility in the density of each village within the Specific Plan not to exceed the ultimate density of the Specific Plan area. The ultimate density of the EDHSP is not anticipated to be exceeded and the additional density within Village J is determined to be consistent.

STAFF ANALYSIS

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

Project Description

Overview

The project is comprised of a Tentative Map and Planned Development creating a total of 71 residential and 14 landscape lots. Access to the subdivision would be via private gated access off Bass Lake Road. The 71 residential clustered lots would receive public water, sewer and recycled water services via connection to existing El Dorado Irrigation District (EID) facilities. The residential development would be subject to current Serrano El Dorado Owners’ Association (HOA) private maintenance provisions in accordance to its master Covenants, Conditions, and Restrictions (CC&R’s).

1. Tentative Subdivision Map

Village J7 tentative map consists of a subdivision of a 9.8-acre site into 71 lots (Exhibit H). The lots are generally designed in a clustered configuration with each lot containing a unit with a defined floor plan layout corresponding to a particular product design (see Exhibits I and J and Table 1). The lots vary in size ranging from 2,820 square feet to 6,232 square feet while the base floor area varies from 1,876 square feet to 2,401 square feet, subject to standard modifications discussed below. The subdivision also includes 14 landscape lots as a natural amenity to the residential development located along the private internal roads and at the designated parking stalls. The original map submittal depicted 72 residential lots, but was amended due to a re-design of a cul-de-sac at the end of Street B.

Table 1. Village J7 Residential and Landscape Lots

Lot #	Lot Size	Floor Plan ²	Lot #	Lot Size (in sf)	Floor Plan ²	Lot #	Lot Size	Floor Plan ²	Lot #	Lot Size (in sf)	Floor Plan ¹
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	(in sf)	(in sf)			(in sf)		(in sf)	(in sf)			(in sf)
1	6,232	C	22	4,780	A	43	3,483	B	64	3,483	B
2	4,315	B	23	3,531	B	44	3,850	C	65	4,159	A
3	4,580	A	24	4,186	C	45	4,290	C	66	3,602	A
4	3,604	A	25	4,966	C	46	3,858	B	67	3,483	B
5	3,483	B	26	4,028	B	47	4,429	A	68	4,763	C
6	4,287	C	27	4,970	A	48	3,604	A	69	4,738	C
7	4,287	C	28	4,843	C	49	3,483	B	70	3,483	B
8	3,483	B	29	3,710	B	50	4,025	C	71	4,159	A
9	3,604	A	30	3,808	A	51	4,485	C	A ¹	4,307	
10	3,604	A	31	4,565	C	52	3,858	B	B	3,028	
11	3,483	B	32	3,302	B	53	4,793	A	C	4,313	
12	4,288	C	33	3,380	A	54	3,604	A	D	2,287	
13	4,331	C	34	3,995	C	55	3,483	B	E	3,024	
14	3,740	B	35	3,137	B	56	5,916	C	F	5,838	
15	4,190	A	36	3,148	A	57	5,163	C	G	3,759	
16	3,604	A	37	3,018	A	58	3,483	B	H	1,148	
17	3,483	B	38	2,820	B	59	3,982	A	I	4,715	
18	4,130	C	39	3,542	A	60	3,597	A	J	2,148	
19	4,538	C	40	3,568	B	61	3,483	B	K	2,695	
20	3,502	B	41	4,458	C	62	4,156	C	L	3,543	
21	3,626	A	42	3,604	A	63	4,156	C	M	6,409	
									N	2,050	

Note: 1) Lettered Lots are landscape lots; 2) Total Floor Area per Plan (in sf): Plan A: Standard (1st-2nd Floor) = 1,876 With Additional Floor Option= 2,372; Plan B: Standard (1st-2nd Floor) = 2,049 With Additional Floor Option= 2,481; Plan C: Standard (1st-2nd Floor) = 2,401 With 3rd Floor Option= 2,887; Optional Casita features above the garage measures approximately 540 square feet

2. Planned Development

The high density single-family residential development would be configured in a “6-pack” clustered layout (Exhibit H and I). Except for certain locations within the subdivision, the majority of the clusters would have a specific pattern of the units corresponding to a fixed floor plan on finished pad that typically measures 125 feet by 175 feet. The units within each cluster are laid out with the garage facing into and accessible via an autocourt served by a common driveway. The center line of the autocourt would serve as the front property line. Subject to modified development standards discussed below, lots containing Plan A and B units are adjoined along common side lot line while lots with Plan C units would adjoin on a common front yard line. The 71 units consists of 24 Plan A, 24 Plan B, and 23 Plan C.

As shown in Table 1 and Exhibit J, the standard floor area varies from 1,873 square feet to 2,401 square feet, and increases with selected options. The standard unit consists of a 2-story building containing a minimum of three bedrooms and two bathrooms. Additional interior options are available including an alternative first floor living room/den layout, second floor den or loft areas and master bedroom/casita (Plan C only), and third floor with extra bedroom or bonus room. Optional exterior elements include decorative chimney, courtyard wall, and entry gates. Each unit would have a standard 2-car garage and designated courtyard and backyard areas. Depending on the selected option, the maximum height of the building could reach up to 36 feet or three stories. All of the lots would have a standard 2-car garage, and all of the Plan B’s and Plan C’s would be accessed via individual full size driveway aprons that connect to the common private autocourt driveway or a private street. A majority of the Plan A’s are served with a partial 6-foot deep

driveway apron except for Lots 3 and 30. The autocourt driveway, which would have reciprocal use and access easement benefiting the residents within the cluster, would connect to the private streets that provide circulation into the development. Street A would serve as the primary private thoroughfare through the subdivision, from which other private streets would connect. Additional discussion is provided regarding lots with Plan A under *Other Issues*.

The proposed clustered residential product differs from the larger, conventional single-family detached development existing in the adjacent villages. The cluster development would retain a Mediterranean-style architectural design using a combination of earth tone colors and materials that would be consistent with the existing residential design in the area. Similar cluster product design is currently proposed in Village A-14 and Village J2/J3-Lot H.

The following topics detail specific components of the proposed development.

Circulation: The subdivision would be directly accessed via a gated entrance off Bass Lake Road (Exhibit H). Private Street A provides primary connection to secondary residential streets (Streets B through F) from which each residential private autocourt would connect. As shown in Table 2 and Exhibit H, the internal streets would consist of a 27-foot wide paved road, 6-foot sidewalk on one side of the street (to be potentially modified to 4-foot wide), and rolled curb within a 36-foot right-of-way, subject to Design Waiver further discussed below.

Street A continues southwesterly connecting to a secondary road that loops through the Village J5/J6 site ending at Bass Lake Road. As shown in Exhibit K, construction of this secondary road is subject to three different scenarios depending on the development timing of Village J5/J6 and J7. Scenario 1 would anticipate construction of the connecting internal road as part of all villages being constructed at the same time. Scenario 2 would assume construction of Village J7 first requiring a temporary access road through the Village J6 property. Scenario 3 would assume construction of J5/J6 before Village J7 which would not require the construction of the internal road within Village J7.

Street A would also facilitate as a means for an emergency access road for the adjacent 289-lot subdivision to the south, Bridlewood Canyon Subdivision. As approved and currently exists, Bridlewood Canyon Subdivision’s gated emergency access is located along its northerly property line shared with the project site. This access is connected via a graveled road that runs parallel along the easterly perimeter of the overflow ending into Bass Lake Road (Exhibit L) and is subject to the terms of a Reciprocal Road Easement Agreement between El Dorado Hills Development Company and El Dorado Hills Associates, Ltd.

The project would be also be required to improve a portion of its frontage along Bass Lake Road, which is further discussed under *Site Improvements*.

Table 2. Serrano Village J7 Street Details

Road Name	DISM PLAN	Road Width	ROW	Design Speed	Notes
All onsite streets	Modified Std Plan 101B	27 feet	36 feet	25 mph	Type 3 Barrier Curb on one

	(3"AC over 8"AB Min)				side and type 1 modified rolled curb and gutter with 6- foot sidewalk on opposite side
Temporary Secondary Access Road	Std Plan 101C (chip sealed)	20 feet	20 feet	25 mph	No sidewalk, curb and gutter
Autocourt	NA	24 feet	NA	NA	Utilities to be located within easement

Modification to R1 Zone District Development Standards: In accordance with Planned Development provisions, the project includes a request for modifications to the One-Family Zone District (R1) and other miscellaneous development standards in order to facilitate the development of clustered housing. The modified standards would regulate common primary and ancillary uses including reduced yard setbacks, lot sizes, building coverage, and lot widths. Table 3 below summarizes the specific R1 district development standards and proposed modifications on behalf for Village J7. Similar development standard modifications were previously approved and are currently implemented in other Serrano residential villages including Village D1 Lot A under application PD 96-01R, Village D2 under application PD 97-10 and Village I, Lots D & E under PD 95-11R. Conformance with these standards would be primarily enforced by the Serrano El Dorado Owners' Association and, as applicable, by the County. Exhibit H and I identify some of these affected standards.

On-Site Parking: As shown in Exhibit H and summarized under Table 4 below, a total of 287 off-street parking would be provided consisting of both covered and uncovered (driveway) stalls. All of the lots would have a standard size 2-car garage and a majority of the lots would have an additional two stalls in the driveway (all of Plan A except for Lots 3 and 30). An additional 47 additional parking stalls would be provided along the streets serving other guests and patrons of the residents. Parking along the internal street would be limited on one side of the street subject to the El Dorado Hills Fire Department conditions and provisions of the CC&R's privately enforced by the Serrano El Doraodo Owners' Association.

Table 3. Modified One-Family-Planned Development (R1-PD) Zone District and Miscellaneous Development Standards for Serrano Village J7

Standard	Required by Zoning Ordinance	Proposed Modifications ^A			Notes
		Plan A	Plan B	Plan C	
Primary Use		Plan A	Plan B	Plan C	
<i>Front Yard Setback</i>	20 feet	10 feet	10 feet	0 feet	See Cluster Plan (Exhibit I); Rear Yard Setback of 15 feet is consistent with standard; Front setback for Lot 36 is 6 feet and Lot 37 is 3 feet; For side yard setback standard, the 1-foot increase in setback for every 1-foot increase in building height (in excess of 25 feet) does not apply
<i>Side Yard Setback</i>	5 feet	10 feet/0 foot	0 foot/4 feet	4 feet/5 feet	
<i>Maximum Building Coverage (Primary)</i>	35%	40%	40% (see note)	55%	Lot 38 has maximum coverage of 48%
<i>Minimum Lot Area</i>	6,000 square feet	See Note			As shown on map and Table 1 above; minimum lot size 2,820 square feet (Lot 38)
<i>Minimum Lot Width</i>	60 feet	See Note			Varies (See Tentative Map Exhibit H)
Ancillary Use					
<i>AC/Pool Equipment</i>	Attached equipment may extend into any yard by not more than 50% of width or depth	Side and Rear: 2.5'	Side and Rear: 2.5'	Side and Rear: 2.5'	
<i>Setback for Solid Fences and Walls over 40 inches tall</i>	Solid Fence Walls not to exceed 40" in height with in front yard	Front, Side, and Rear: 0'	Front, Side, and Rear: 0'	Front, Side, and Rear: 0'	

<i>Open fences and walls (50% or more) and over 40 inches tall and less than 7' tall</i>	Front Yard with fence/wall 50% open or more, below 7' tall	Front, Side, and Rear: 0'	Front, Side, and Rear: 0'	Front, Side, and Rear: 0'	
<i>Any structure such as a permanent BBQ or spa, not over 40 inches high</i>		Side and Rear: 2.5' Front: 12.5'	Side and Rear: 2.5' Front: 12.5'	Side and Rear: 2.5' Front: 0'	May be subject to Building Code
<i>Pergola</i>	May extend into any yard by not more than 50% of width or depth	Front: 12.5' Side: 2.5' Rear: 5'	Front: 12.5' Side: 2.5' Rear: 5'	Front: 0' Side: 2.5' Rear: 5'	As measured from edge of footing
<i>Any structure over 30 inches high.</i>		Side and Rear: 5'	Side and Rear: 5'	Front: 0' Side and Rear: 5'	
<i>Minimum Side and Rear Yard Setback: Swimming pool (underground)</i>	5 feet	Side and Rear: 5'	Side and Rear: 5'	Side and Rear: 5'	
<i>Minimum Side and Rear Yard Setback: Portable sheds (120 square feet or less)</i>	NA	Side and Rear: 0' as long as it does not extend above the adjoining fence line.	Side and Rear: 0' as long as it does not extend above the adjoining fence line.	Side and Rear: 0' as long as it does not extend above the adjoining fence line.	120 square feet or less; if structure includes utilities (ie. water and electrical connections), would be subject to County review
<i>Architectural extensions of the dwelling (uninhabitable space)</i>	May extend into any yard by not more than 50% of width or depth	Front: 18.5' Side and Rear: 2.5'	Front: 18.5' Side and Rear: 2.5'	Front: 0' Side and Rear: 2.5'	
<i>Chimneys – attached to the home</i>	3 Feet	Side: 3' Rear: 12'	Side: 3' Rear: 12'	Side: 3' Rear: 12'	
<i>Chimneys – detached to the home</i>	NA	Side and Rear: 5'	Side and Rear: 5'	Side and Rear: 5'	May be subject to Building Code

Note A: Proposed modifications vary with the standard floor plan and depend on the corresponding lot size and configuration.

Table 4. Summary of Parking in Serrano Village J7

Floor Plan	Parking Stalls Within Each Lot			Additional Parking ^B	Total Parking Stalls Within Serrano Village J7 ^C
	Covered (two per garage in each unit)	Uncovered (Driveway)	Subtotal		
Plan A (24 units)	48	4 ^A	52	47	287
Plan B (24 units)	48	48	96		
Plan C (23 units)	46	46	92		
Subtotal	142	98	240		

Notes:

A. Lots 3 and 30 have full-size driveway.

B. Guest parking stalls located adjacent to Landscape Lots A, D, H, J, L, M and N.

C. In accordance with Section 17.18.060 of the El Dorado Zoning Code, required parking stalls for the proposed single-family clustered residential development is 142. Construction of these stalls shall be subject standards under Chapter 17.18 (Off-Street Parking and Loading) of the zoning code.

Amenities: As required by the EDHSP, a portion of the Plan Area must be preserved as Open Space. Village J7 is part of the EDHSP which was approved to set aside a combined of 1,178 acres of open space consisting of 808 acres of natural open space and 370 acres of Golf Course. To date, the total open space that would be provided is 1,235 acres which consists of 930 acres of public and 117 acres private lands composing the natural passive open space, and 188 acres of active open space with the remainder Golf Course land.

According to the EDHSP, each village with 200 residential units or more would be served by 1 to 2 acres of park. The combined number of lots in Villages J5/J6 and J7 total 275 (204 and 71, respectively). A 2.28 acre neighborhood park has been identified within Village J5/J6, meeting the intent of the Specific Plan. Additionally, as part of the Lot H/Village J2/J3 project, a 12.5-acre community park has been identified immediately west of Bass Lake that would provide for a future recreational facility for the residents in the area.

Village J7 would have residential open space within common areas and individual clustered lots. As shown in project preliminary landscape plans under Exhibits M, specific types of plants identified in the EDHSP would be utilized in landscape areas along the internal streets, frontage along Bass Lake Road, and within residential lots. A Final Landscape Plan would be reviewed as part of the project.

As proposed, a 6-foot wide sidewalk along one side of the private streets would provide internal pedestrian circulation within the project site and connectivity to adjacent Village J5/J6 as well connection to future sidewalk improvements along Bass Lake Road. As discussed further under *Design Waiver* section below, the original proposal is for a 4-foot sidewalk on one side of the street.

Utilities: In order to receive adequate water, sanitary sewer and recycled water service, the subdivision would be required to connect to existing El Dorado Irrigation (EID) facilities. The project would connect to existing 18-inch water line located along the easterly perimeter of the Bass Lake overflow and a 6-inch recycled water and 6-inch sewer lines along the southern property line (Exhibit N). Connections to these lines would be confined within easements, primarily collected along Street A,

and would be constructed in accordance with Facility Plan Report (FPR), in coordination with EID. A Condition of Approval would be incorporated requiring proof on acquisition of these services (meter award letter) prior to filing of the final map.

As shown in Exhibit O, on-site drainage would be managed via a network of underground drainage pipe lines of various sizes. In coordination with EID, the development would be designed such that storm drain would be diverted away from the Bass Lake overflow. This drainage system would be confined in easements and privately maintained by the HOA.

Site Improvements: On-site improvements would primarily involve the construction of each “6-pack” cluster that would take place within finished developable pads on elevations ranging from 1,239 feet at the northeast corner to 1,257 feet at the southeast corner (Exhibit O). Retaining walls of various heights would be used to establish the necessary residential pads, on-site drainage flows, internal roads and driveways, and trenches for the utilities. Approximately 18,449 cubic yards of cut and 17,794 cubic yards of fill are anticipated to take place with 655 cubic yards of export. The improvement would result in the disturbance of existing grass vegetation and removal of stands of pine trees along the eastern side of the site.

On-site improvements along the project frontage and within the anticipated 100-foot right-of-way for Bass Lake Road would be constructed in accordance with El Dorado County Design and Improvement Standard Manual (DISM) Standard Plan 101B. These improvements would include a 6-foot wide sidewalk with Type 2 vertical curb and gutter, an 8-foot wide shoulder with a Type II Bike path, and 12-foot wide AC roadway. A 6-foot tall masonry sound wall abutting the rear of the residential lots and decorative wrought iron fencing at the end Street B cul-de-sac would be installed adjacent to Bass Lake Road. The existing perimeter fencing along the eastern and southern perimeter of the site would be retained.

Based on the preliminary grading plan, the development is designed above the anticipated crest elevation of the Bass lake overflow at 1,241 feet. Given that the EDHSP does not identify standard setbacks to the overflow, the project would implement erosion control measures as part of standard Best Management Practices (BMPs) during and after site development, in order to minimize disturbance to the resource. Prior to issuance of any construction permits, these standard measures as well as final pad and road elevations would be verified during review of Improvement Plans by the affected agencies including the Department of Transportation (DOT), Resource Conservation District (RCD), and EID. Additionally, as part of building permit review, geotechnical reports would be reviewed for stability of soil to ensure sound building design and construction.

3. Design Waivers

In accordance with the El Dorado County Subdivision Ordinance, the project includes a request for a Design Waiver of the following El Dorado County Design and Improvement Standard Manual (DISM) standards:

- Modification of road improvements under Standard Plan 101 B including reduction of right-of-way width from 60 feet to 36 feet, reduction of road pavement from 28 feet to 27 feet, construction of 6-foot wide sidewalk on one side of the street, and construction of modified rolled curb;

- Reduction of turnaround cul-de-sac right-of-way from 60 feet to 50 feet and road width radius from 50 feet to 40 feet at the end of Street B;
- Reduction of minimum 100-foot centerline curve radius length to lengths identified on the map; and
- Modification of standard road encroachment under Standard Plan 110

Consideration of the above requests would support in facilitating the design and construction of the private streets that would serve residential development that is constrained by its location. The proposed modified private street would be used exclusively by the residents of the gated subdivision. Given that these facilities would not be publicly dedicated, ownership and maintenance responsibilities would be borne by the HOA. Similar deviations have been approved and implemented in existing villages within Serrano development. Additional detailed discussion is provided below.

Site Description

The vacant property has an irregular rectangular shape and configuration conforming to the curvature of Bass Lake Road along the northern property line and Bass Lake overflow along the western perimeter. The site is relatively flat with a slight gradient to the northeast (Exhibit L). Predominant vegetation consists of natural grass mixed with a few stands of Pine trees along the eastern side of the property. A partially graveled and paved private road access borders along the western perimeter of the site. This road connects to an access gate and provides the residents of the Bridlewood Canyon Subdivision emergency access to Bass Lake Road. The property is identified within Flood Zone X, which is characterized as area of minimal flood hazard, outside the 500-year flood and protected by levee from 100-year flood.

As shown in Table 5, the project site is within the EDHSP, which is bordered by a residential subdivision (Bridlewood Canyon Subdivision) to the east and south. El Dorado Irrigation District’s (EID) Bass Lake overflow borders the project site to the west.

Table 5. Surrounding Properties Land Use Information

	Zoning	General Plan	Land Use/Improvements
Project Site	One- Family Residential/Planned Development (R1/PD)	Adopted Plan (AP) EDHSP-Residential	Vacant
North	Estate Residential 5-acre (RE-5) minimum	Low Density Residential (LDR)	Vacant
South	One- Family Residential	High Density Residential (HDR)	Single Family Residences
East	One- Family Residential/Planned Development (R1/PD)	High Density Residential (HDR)	Single Family Residences
West	Recreational Facility (RF)	Adopted Plan (AP) (EDHSP-Recreational)	EI Dorado Irrigation District (EID) Bass Lake

			overflow
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General Plan

General Plan Policy (Land Use Element) 2.2.5.2 requires all discretionary projects to be reviewed for consistency with applicable General Plan Policies. The El Dorado County General Plan designates the subject site as Adopted Plan (AP), a description in reference to areas where Specific Plans have been designated and adopted within the County. In particular, this AP designation is in reference to the El Dorado Hills Specific Plan (EDHSP). The project site has a residential land use designation which primarily allows for residential and ancillary uses. Since the El Dorado Hills Specific Plan has been incorporated by reference under General Plan Land Use Element Policy 2.2.1.2 (General Plan Land Use Designation), the proposed tentative subdivision map and planned development are considered consistent with the General Plan.

Specific Plan (El Dorado Hills Specific Plan)

The project has been evaluated for consistency against the following applicable policies of the Specific Plan.

EDHSP Policy Criteria	Policy Reference	Consistency Discussion
General Policy	1.4.1.a (Complimentary to EDH Community)	Consistent. The residential project is within the Village J7 area of the EDHSP. Though geographically isolated from the majority of the EDHSP villages, Village J7 would receive existing public utility services and benefit from the amenities provided by Serrano Associates, including parks and recreation and private homeowner’s association services.
	1.4.1.e (Design Review)	Consistent. The clustered residential development substantially meets the design guideline components including site layout, circulation, architectural elements, landscaping and building materials.
Site Development and Grading	1.4.1.1 a,b,d,h,and i (Design and Development)	Consistent. The project has been designed to accommodate a clustered residential development. Site development would include establishing of residential pads, driveways and internal roads utilizing minimal and balanced grading. No oak trees would be impacted as part of development. The development would have on-site landscaping utilizing plants identified within the EDHSP.
Air Quality	1.4.1.3	Consistent. The project would be conditioned to implement and enforce dust-reducing construction practices, which would be verified during review on construction plans.
Noise	1.4.1.4	Consistent. In order to minimize significant noise impacts, the project has been designed to include adequate residential setbacks and a masonry soundwall along Bass Lake Road.

		Construction of these residences would utilize standard building materials that would maintain interior noise levels of 45 db or below.
Architecture	1.4.2.1	Consistent. The residential subdivision would incorporate Mediterranean-style architectural design similar to existing theme in the other residential villages in EDHSP area. As discussed above, the project would minimize potential visual impacts by the project through limitation of quantity of lots with three-story design option and reduction of building massing.
Dwelling Unit Types	2.3.1.1.c	Consistent. Though the EDHSP identifies appropriate dwelling unit types corresponding to a village, allocation of these dwelling units is determined by the specific site factors including lotting pattern, topography, tree coverage and orientation. Given its flat topography and orientation, the project site would adequately accommodate the proposed clustered development and ancillary amenities.
Residential Open Space	6.2.2	Consistent. The proposed development would include on-site landscape common open space areas that would be privately owned and maintained by the Homeowner's Association.
Parks and Recreation	7.6.2.1	Consistent. A 2.28 acre neighborhood park is included on the J5/J6 tentative map to serve the 275 total residents in Village J5/J6 and J7. Additionally as discussed above, residents within Village J would have access to a future 12.5-acre community park located at the northwest corner of Serrano Parkway and Bass Lake Road.

Zoning

As contemplated in EDHSP, the project site is zoned One-Family Residential-Planned Development District (R1-PD). The proposed single family residential development is a use consistent with the district subject to the proposed modifications of specific development standards (see Table 3 above) as allowed through the Planned Development provisions pursuant to Chapter 17.02 of the El Dorado County Zoning Ordinance. Development within the Village J7 would be subject to these modified standards to be verified during review of building permits.

In accordance with Section 17.04.030 of the County Code, a Development Plan cannot be approved unless the Planning Commission can make six specific findings. As further discussed in Attachment 2, staff concludes that the required findings can be made to support the proposed Development Plan.

Subdivision Ordinance

The proposed clustered development is a Class I residential subdivision anticipating the creation of 71 residential and 14 landscape lots. The subdivision is within the El Dorado Hills Specific Plan, a master

planned community in El Dorado Hills. The proposed development would conform to specific policies of the plan and the standards of the underlying One-Family Residential Zone District, subject to modifications under the Planned Development. Project development would be conducted in accordance with the applicable standards and policies of the El Dorado Hills Specific Plan, Grading Ordinance, and DISM, in adherence to subsequent construction permits and entitlements. Village J7 would be found consistent with Section 16.12.030 of the El Dorado County Subdivision Ordinance.

Design Waivers

Design Waivers have been requested as means to deviate from specific DISM standards. Section 16.08.020 of the El Dorado County Zoning Ordinance provides that the County may grant a Design Waiver upon a finding that each of the following factors exist:

- 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 analysis summarizes the modified standards subject to the Design Waiver as supported by narrative justification.

Design Waiver 1: Modification of subdivision road improvement Standard Plan 101 B including a reduction of right-of-way width from 60 feet to 36 feet, reduction of road pavement from 28 feet to 27 feet, construction of a 6-foot wide sidewalk on one side only, and construction of a modified rolled curb.

As part of typical Class I subdivision improvement, DISM Standard Plan 101B includes a minimum of 50-foot right-of-way that would be improved with a minimum of 28-foot wide paved road, 6-foot sidewalk (on both sides), vertical curb and gutter. These improvements would commonly apply to subdivision roads and streets in the Community Region that would be *publicly dedicated to and maintained by the County*. The proposed modification would include reduction to 36-foot wide right-of way, construction of a 27-foot wide paved road, a 6-foot sidewalk on one side, and a rolled curb. Given the existing site constraints and the proposed cluster design, these reduced road improvements would sufficiently serve the vehicular circulation and pedestrian needs of the residents in the private gated subdivision. These improvements would be privately owned and maintained by the Serrano El Dorado master HOA. Similar design waiver of this standard has been previously granted benefiting other villages within existing Serrano residential villages.

With regards to the sidewalk, the original proposal is to modify the standard and construct a 4-foot wide sidewalk on one side of the private streets. In an effort to ensure pedestrian safety and circulation within the subdivision, staff coordinated with the applicant in changing the request to 6-foot wide sidewalk on one side of the street, which would result in the reduction of the 4-foot wide landscaping

to 2-foot wide opposite the sidewalk. Though the applicant is agreeable to this change the applicant intends to further discuss at the hearing the possibility of retaining the 4-foot wide sidewalk proposal.

Design Waiver 2: Reduction of turnaround cul-de-sac right-of-way from 60 feet to 50 feet and road width radius from 50 feet to 40 feet at the end of Street B;

Standard Plan 114 (Cul-de-sac) of the DISM reference a cul-de-sac minimum standard right-of-way of 60-foot radius and 50-foot paved road width. The applicant is requesting a design waiver of this standard that would reduce the right-of-way to 50-foot radius and 40-foot road width of the cul-de-sac at the end Street B located at the northeastern corner of the project site. As shown in Exhibits H and P, the cul-de-sac, which consist of 40-foot radius pavement with 10-foot easement clearance, is located at the northern terminus of Street B. This street, which is less than 500 feet in length and would serve approximately 14 lots, and the cul-de-sac have been designed to sufficiently meet the required turning radius in order to accommodate common large vehicles, in particular an emergency fire engine apparatus. The reduced standard has been reviewed by the El Dorado Hills Fire Department (EDHFD), verifying conformance to Section 1273.05 (Roadway Turnarounds) of the Fire Safe Regulations. This endorsement by the EDHFD is based on the Bass Lake Road retaining the anticipated 100-foot wide right-of-way along project frontage. If Bass Lake Road retains a 120-foot wide right-of-way, the project would be conditioned to install a gate between edges of the Street B cul-de-sac and the Bass Lake Road right-of-way, as recommended by EDHFD. The gate would have a minimum operational width of 12 feet and Knox lock system for emergency access.

Design Waiver 3: Reduction of minimum 100-foot centerline radius to lengths identified on the map.

Regulated under the Street Geometry section of the DISM, the minimum centerline curve radius length within subdivision streets is 100 feet. This standard is required in order provide safe traffic flow and circulation within the subdivision. The proposed tentative map depicts centerline curve radius length of less than 100 feet along Street A adjacent to landscape Lot I and B Street adjacent to landscape Lot B. The reduced standard length design would not significantly affect circulation with the subdivision. The streets serving the subdivision have been designed to sufficiently accommodate 2-way traffic at a controlled maximum speed of 25 mile per hour. Designated parking area would be provided in order minimize obstruction along the street. Appropriate signs shall be posted alerting speed limits and restrictions of parking along the streets.

Design Waiver 4: Modification of standard road encroachment under Standard Plan Modified 110 with Serrano entrance design.

DOT typically requires this type of encroachment entrance off County maintained roads for residential projects within the Community Region. This encroachment includes construction of valley gutter, milder radius at curb returns, sidewalks, and handicap ramps. As depicted in Exhibit Q, the modified entrance encroachment would not have valley gutter and would have an increased radius at the curb returns. The proposed gated entry design incorporates a landscape median at the entrance that allows for turnaround, a 6-foot sidewalk, and handicap ramp. This modified distinct design would maintain consistency with entrance encroachment entrances that were previously approved and constructed in approximately 20 other Serrano subdivisions.

As further discussed in Attachment 2, staff concludes that the required findings under Chapter

16.08.020 of the El Dorado County Subdivision Ordinance can be made to support the Design Waivers.

Other Issues

Conditions of Approval

Attachment 1 details the recommended comments and conditions of approval submitted by various responding agencies including Resource Conservation District (RCD), Department of Transportation (DOT), Air Quality Management District (AQMD), El Dorado Hills Fire Department (EDHFP), Area Planning Advisory Committee (APAC), and County of Surveyor Office. As applicable, some of these comments are incorporated as project conditions.

Adjacency to Bridlewood Canyon Subdivision

As discussed above, the project site is adjacent to an existing residential development, Bridlewood Canyon Subdivision. This subdivision has a similar base zone designation and subject to the development standards under One-Family Residential (R1) zone district. The lot sizes with the subdivision vary from 0.10 acre to 0.5 acre in size.

The proposed project was heard by the APAC on November 14, 2007 and their recommendation is provided in a letter dated December 11, 2007 (Exhibit S). In particular, APAC recommended that the project “minimize to the extent as possible” construction of three-story residences along the eastern and southern boundaries of neighboring Bridlewood Subdivision. This is in reference to the design guideline of the EDHSP which states that “*buildings in general shall be limited to two stories except where topography allows higher structures to be built without causing a significant visual impact*”.

Based on the elevation exhibits submitted, the maximum height of the proposed residential structure would measure 36 feet from finished grade, which is below the maximum height of 40 feet per the R1-zone development standard. Also, given the same underlying R1 zone district, the adjoining Bridlewood Canyon properties are regulated under similar standards of the R1 zone district and, therefore, could have the same uses subject to the same height standard. In an effort to further minimize the potential visual impact, the applicant proposed to limit the quantity of the lots along the adjoining eastern and southern perimeter that could be constructed with the optional third story element. Specifically, out of the proposed 18 lots along these perimeters, a maximum of six (6) lots would be designated with a third story option and that the selected lots with these residential feature would not be adjacent to each other to ensure adequate spacing and avoid the appearance of building massing. This proposal would substantially address the visual impact identified in the policy. A condition is recommended that, at the time of building permit submittal, the applicant shall submit a master plot plan determining the location of the six selected lots with a third story option that satisfies the criteria above.

Plan A

Staff has posed concerns with regards to the layout design of the Plan A within the 6-pack cluster configuration, in particular involving reduced driveway apron. Specifically, staff’s concerns involve

the possibility that vehicles may park within the reduced 6-foot deep apron, and pose traffic impediment through the autocourt.

In response, the applicant provided supporting justification addressing the Plan A layout in the context of overall cluster design with comparison to existing high density residential development in El Dorado Hills and in the City of Folsom (Exhibit R). Specifically, the exhibits demonstrates other residential developments with density varying from nine dwelling units/acre to 14 du/ac, while Village J7 encompass seven dwelling units/acre, and retains generally similar designs and dimensions of common autocourt drive and individual driveway apron that adequately serves the development. Entrance into the autocourt has been designed based on a Turning Radius exhibit depicting the engineering and layout of the autocourt drive and Plan A garages based on the anticipated turning radius of common vehicles. Additionally, the applicant further emphasizes that Serrano Master CC&R's would strictly enforce parking regulations by ensuring that each garage unit is able to and used to accommodate two cars, and notifying the residents that the autocourts and private streets continuously maintain an unencumbered and safe vehicular traffic circulation within the development.

ENVIRONMENTAL REVIEW

The project is a residential project and a part of an adopted El Dorado Hills Specific Plan Environmental Impact Report (EIR), this project is statutorily exempt from the requirements of CEQA pursuant to Section 15182 stating that a residential project is exempt where a public agency has prepared an EIR on a specific plan after January 1, 1980. No impacts have been identified which were not discussed and mitigated in the EIR. Implementation of the project is subject to conformance with applicable mitigation measures detailed in the Mitigation Monitoring Plan in the EIR. No further environmental analysis would be necessary

A \$50.⁰⁰ processing fee is required by the County Recorder to file the Notice of Exemption.

SUPPORTING INFORMATION

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	Zone Map
Exhibit E	EDHSP Original Land Use and Zoning Map
Exhibit F	Bass Lake Road Re-alignment map
Exhibit G-G2.....	Village J Projects
Exhibit H.....	Tentative Map
Exhibit I	Cluster Plan
Exhibit J	Colored Elevation and Floor Plan
Exhibit K.....	Alternative Secondary Access Routes
Exhibit L	Site Photos
Exhibit M	Landscape Plans
Exhibit N.....	Utility Plans

Exhibit O.....Preliminary Grading/Drainage Plan
Exhibit PDetails of Street B Cul-de-sac
Exhibit Q.....Proposed Serrano Encroachment Entrance
Exhibit R.....6- pack cluster/Turning Radius Exhibit
Exhibit SAPAC Comments

ATTACHMENT 1

CONDITIONS OF APPROVAL

PD07-0029/TM07-1457/Serrano Village J7
Planning Commission March 11, 2010

Project Description

1. The Tentative Subdivision Map and Planned Development, and Design Waivers are based upon and limited to compliance with the project description, the hearing exhibits marked Exhibits H-R and conditions of approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

The project description is as follows:

- A. Development Plan for the proposed subdivision with modifications to One-Family Residential (R1) Zone District development standards including minimum lot size, lot coverage, and setbacks;
- B. Tentative Subdivision Map creating 71 clustered residential lots ranging from 2,820 to 6,232 square feet in size and 14 landscape lots; and
- C. Design Waiver of the following El Dorado County Design and Improvement Standard Manual (DISM) road standards:
 1. Modification of subdivision road improvement Standard Plan 101 B including a reduction of right-of-way width from 60 feet to 36 feet, reduction of road pavement from 28 feet to 27 feet, construction of a 6-foot wide sidewalk on one side only, and construction of modified rolled curb;
 2. Reduction of turnaround cul-de-sac right-of-way from 60 feet to 50 feet and road width radius from 50 feet to 40 feet at the end of Street B;
 3. Reduction of minimum 100-foot centerline curve radius length to reduced lengths identified on the map; and
 4. Modification of standard road encroachment under Standard Plan Modified 110 with Serrano entrance design

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, including landscaping, grading, building plans, must be submitted for review and approval and shall be implemented as approved by the County.

Planning Services

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

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

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

3. Prior to filing of final map, the applicant shall remit payment of any outstanding fees as detailed and required in the *Agreement for Payment of Processing Fees* authorized for this project.
4. A Final Subdivision Map shall not be recorded until an EID Water Meter Award Letter or similar document has been issued for all of the lots included in the final map, and a copy filed with the Planning Department.
5. An acoustical analysis shall be conducted and submitted by a qualified acoustical consultant to Planning Services which identifies that recommended measures to shield noise of affected lots have been employed per Policy 1.4.1.4 (Noise) of the El Dorado Hills Specific Plan. Planning Services shall verify all measures have been incorporated in the project design prior to filing a Final Map.
6. Of the eighteen (18) lots on the eastern and southern perimeter of the site, a maximum of six (6) lots may be constructed with an optional third story element. The 6 lots are not required to be pre-plotted and may be identified incrementally during project build out. For any of the 18 lots, the applicant shall submit a master plot plan as part of the Building Permit application that identifies the lots selected for the third story element as the locations become known. These residential structures shall be limited to a maximum height of 36 feet from finish grade. In order to minimize building massing, no adjacent lots within the designated six lots shall be selected with this optional 3-story feature.

7. The Development Plan permits the following:

A tentative subdivision map creating 71 residential lots ranging from 2,820 square feet to 6,232 square feet in size and one 14 landscape lots ranging from 1,148 square feet to 6,409 square feet, with the following Design Waivers:

- A. Modification of subdivision road improvement Standard Plan 101 B including a reduction of right-of-way width from 60 feet to 36 feet, reduction of road pavement from 28 feet to 27 feet, construction of a 6-foot wide sidewalk on one side only, and construction of modified rolled curb;
- B. Reduction of turnaround cul-de-sac right-of-way from 60 feet to 50 feet and road width radius from 50 feet to 40 feet at the end of Street B;
- C. Reduction of minimum 100-foot centerline curve radius length to reduced lengths identified on the map; and
- D. Modification of standard road encroachment under Standard Plan Modified 110 with Serrano entrance design

Modifications to One-Family Residential (R1) Zone District Standards

The following table contains the modified One-Family Residential (R1) Zone District standards that apply to the residential lots with Village J7.

Modified One-Family-Planned Development (R1-PD) Zone District and Miscellaneous Development Standards for Serrano Village J7

Standard	Required by Zoning Ordinance	Proposed Modifications ^A			Notes
		Plan A	Plan B	Plan C	
Primary Use		Plan A	Plan B	Plan C	
<i>Front Yard Setback</i>	20 feet	10 feet	10 feet	0 feet	See Cluster Plan (Exhibit I) and Tentative Map (Exhibit H); Rear Yard Setback of 15 feet is consistent with standard; Front setback for Lot 36 is 6 feet and Lot 37 is 3 feet; For side yard setback standard, the 1-foot increase in setback for every 1-foot increase in building height (in excess of 25 feet) does not apply
<i>Side Yard Setback</i>	5 feet	10 feet/0 foot	0 foot/4 feet	4 feet/5 feet	
<i>Maximum Building Coverage (All Buildings)</i>	35%	40%	40% (see note)	55%	Lot 38 has maximum coverage of 48%
<i>Minimum Lot Area</i>	6,000 square feet	See Note			As shown on map and Table 1 above; minimum lot size 2,820 square feet (Lot 38)
<i>Minimum Lot Width</i>	60 feet	See Note			Varies (See Tentative Map Exhibit H)
Ancillary Use					
<i>AC/Pool Equipment</i>	Attached equipment may extend into any yard by not more than 50% of width or depth	Side and Rear: 2.5'	Side and Rear: 2.5'	Side and Rear: 2.5'	
<i>Setback for Solid Fences and Walls over 40 inches tall</i>	Solid Fence Walls not to exceed 40" in height with in front yard	Front, Side, and Rear: 0'	Front, Side, and Rear: 0'	Front, Side, and Rear: 0'	
<i>Open fences and walls (50% or more) and over 40 inches tall and less than 7'</i>	Front Yard with fence/wall 50% open or more,	Front, Side, and Rear: 0'	Front, Side, and Rear: 0'	Front, Side, and Rear: 0'	

<i>tall</i>	below 7' tall				
<i>Any structure such as a permanent BBQ or spa, not over 40 inches high</i>		Side and Rear: 2.5' Front: 12.5'	Side and Rear: 2.5' Front: 12.5'	Side and Rear: 2.5' Front: 0'	May be subject to Building Code
<i>Pergola</i>	May extend into any yard by not more than 50% of width or depth	Front: 12.5' Side: 2.5' Rear: 5'	Front: 12.5' Side: 2.5' Rear: 5'	Front: 0' Side: 2.5' Rear: 5'	As measured from edge of footing
<i>Any structure over 30 inches high.</i>		Side and Rear: 5'	Side and Rear: 5'	Front: 0' Side and Rear: 5'	
<i>Minimum Side and Rear Yard Setback: Swimming pool (underground)</i>	5 feet	Side and Rear: 5'	Side and Rear: 5'	Side and Rear: 5'	
<i>Minimum Side and Rear Yard Setback: Portable sheds (120 square feet or less)</i>	NA	Side and Rear: 0' as long as it does not extend above the adjoining fence line.	Side and Rear: 0' as long as it does not extend above the adjoining fence line.	Side and Rear: 0' as long as it does not extend above the adjoining fence line.	120 square feet or less; if structure includes utilities (ie. water and electrical connections), would be subject to County review
<i>Architectural extensions of the dwelling (uninhabitable space)</i>	May extend into any yard by not more than 50% of width or depth	Front: 18.5' Side and Rear: 2.5'	Front: 18.5' Side and Rear: 2.5'	Front: 0' Side and Rear: 2.5'	
<i>Chimneys – attached to the home</i>	3 Feet	Side: 3' Rear: 12'	Side: 3' Rear: 12'	Side: 3' Rear: 12'	
<i>Chimneys – detached to the home</i>	NA	Side and Rear: 5'	Side and Rear: 5'	Side and Rear: 5'	May be subject to Building Code

Note A: Proposed modifications vary with the standard floor plan and depend on the corresponding lot size and configuration.

8. Minor changes in the adopted Planned Development Permit may be approved by the 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

Major changes in the official development plan may be approved by the Planning Commission and shall be made in accordance with the requirements of Section 17.04 of the County Code. A major change in a development plan approved by the Planning Commission shall be filed with the Board of Supervisors pursuant to Section 17.04.005(B) (3) of the County Code.

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

Department of Transportation

Project Specific Conditions

9. 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 final map: (the requirements outlined in Table 1 are minimums)

Table 1. Serrano Village J7 Road Improvements					
ROAD NAME	DESIGN STANDARD PLAN	ROAD WIDTH*	RIGHT OF WAY**	DESIGN SPEED	EXCEPTIONS/ NOTES
All onsite streets	Modified Std Plan 101B (3"AC over 8"AB Min)	27 ft	36 ft	25 mph	Type 3 Barrier Curb on one side and modified type 1 rolled curb and gutter with 6-foot sidewalk on opposite side
Temporary Secondary Access Road	Std Plan 101C (chip sealed)	20 ft	20 ft	25 mph	No sidewalk, curb and gutter.

* Road widths are measured from curb face to curb face or edge of pavement to edge of pavement if no curb (traveled way). Curb face for rolled curb and gutter is 6" from the back of the curb.
 ** Non-exclusive road and public utility easements included

10. Offsite Road Improvements: The applicant shall construct the improvements of Bass Lake Road to the new alignment along the property frontage in accordance with DISM Standard Plan 101B to as follows:

- A. 6-foot sidewalk with Type 2 vertical curb and gutter
- B. 8-foot shoulder to include a Type II Bike path
- C. 12- AC roadway

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

- 11. Secondary Access: The applicant shall construct the temporary secondary access road as described in the table above. At the time of the secondary access connection to Village J5/J6, the applicant shall construct the road in accordance to modified DISM 101C standards. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
- 12. Encroachment Permit: The applicant shall obtain an encroachment permit from DOT and shall construct the driveway encroachment from Road A onto Bass Lake Road in accordance to the Encroachment Entrance exhibit dated October 29, 2009 prepared by REY Engineers. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
- 13. Turnaround: The applicant shall provide a turn around at the end of the roadways per DISM 114 or approved equivalent. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.
- 14. Offers of Dedication (onsite roadways): An irrevocable offer of dedication shall be made, in fee, for the required rights-of-way (R/W) as indicated above, shall be made for the proposed roads, with slope easements where necessary. Said offer shall be rejected at the time of the Final Map. The offer shall be subject to that agreement between Serrano and the County, recorded as document 98-0015833-00 on March 26, 1998. Subject to the above agreement, all roads are offered in fee to the Master Owner's Association simultaneously with the filing of the final map.
- 15. Offer of Dedication (onsite roadways): An irrevocable offer of dedication shall be made of 40 feet in radius for the cul-de-sac(s), with slope easements where necessary. Said offer shall be rejected at the time of the final map. The offer shall be subject to an agreement between the County and Serrano, recorded as document 98-0015833-00 on March 26, 1998. Subject to the above agreement, all roads are offered in fee to the Village or Master Owner's Association simultaneously with the filing of the final map.

DOT STANDARD CONDITIONS

- 16. Easements: All applicable existing and proposed easements shall be shown on the project plans.

17. **Signage:** The applicant shall install all necessary signage such as stop signs, street name signs, and/or "not a county maintained road" road sign as required by the Department of Transportation prior to the filing of the map. The signing and striping shall be designed and constructed per the latest version of the Manual Uniform Traffic Control Devices (MUTCD) and the California Supplement.
18. **Sidewalks:** Sidewalks may be located outside the right-of-way and meander as a means to provide interest and variety in alignment. The alignment and design of the sidewalks shall be reviewed and approved by the Department of Transportation prior to issuance of building permits. Pedestrian easements shall be provided where necessary. Final lane configurations, including the need for additional rights-of-way, shall be subject to review and approval of the Department of Transportation prior to improvement plan approval.
19. **Curb Returns:** All curb returns, at pedestrian crossing, will need to include a pedestrian ramp with truncated domes per Caltrans Standard A88A and four feet of sidewalk/landing at the back of the ramp.
20. **Maintenance Entity:** The proposed project must form an entity for the maintenance of the private roads, parking facilities, landscaping, 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 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.
21. **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).
22. **Water Quality Stamp:** All new or reconstructed drainage inlets shall have a storm water quality message stamped into the concrete, conforming to Sacramento County Standard Drawing 11-10. All stamps shall be approved by the El Dorado County inspector prior to being used.
23. **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.
24. **DISM Consistency:** The developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual from the County Department of Transportation, and pay all applicable fees prior to filing of the final map.
25. **Subdivision Improvement Agreement & Security:** The developer shall enter into a Subdivision Improvement Agreement (SIA) with the Department of Transportation for all onsite roadways, frontage improvements along Bass Lake Road, 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.

26. 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.
27. Grading Permit / Plan: A grading permit is required for the project. The applicant shall submit a site improvement/grading plan prepared by a professional civil engineer to the Department of Transportation for review and approval. The plan shall be in conformance with the County of El Dorado “*Design and Improvement Standards Manual*”, the “*Grading, Erosion and Sediment Control Ordinance*”, the “*Drainage Manual*”, the “*Off-Street Parking and Loading Ordinance*”, and the State of California Handicapped Accessibility Standards. All applicable plan check 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 DOT prior to occupancy clearance.
28. 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.
29. 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.
30. 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.
31. 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 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. 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.

32. Drainage, Cross Lot: Cross lot drainage shall be avoided wherever possible. The CC&Rs for Villages J7 shall include a requirement for a grading and drainage plan to be submitted for review and approval of the Architectural Control Committee of the Master or Village Homeowners' association at the time of building permit application. The CC&Rs shall require all "downhill" lots must be designed to accept any drainage from uphill lots and the Master or Village Homeowners' Association shall enforce this condition.
33. Drainage Maintenance: Drainage maintenance shall be the responsibility of the Master Owner's Association. Therefore, all easements for drainage facilities shall first be offered to the County of El Dorado with rejection; the offer shall be subject to that agreement between Serrano and the County recorded as document 98-0015834-00 on March 26, 1998. Pursuant to the terms of said Agreement, upon rejection by the County, all drainage easements will be subsequently offered to the Master Owner's Association simultaneously with the filing of the Final Subdivision Map.
34. Drainage Easements: The site plans shall show drainage easements for all on-site drainage courses and facilities and shall be included on all improvement plans and / or on the final map.
35. 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.

36. 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.
37. 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.

38. Off-site Access Easements: The applicant shall provide proof of access to the project site from a State or County maintained road. Said proof shall be provided by and through a "Map Guarantee" which shall be submitted to the County Surveyor's Office with the first map check for the map.
39. 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.
40. TIM Fees: The applicant shall pay the traffic impact fees in effect at the time a building permit is deemed complete.

El Dorado Hills Fire Department

41. The proposed project shall have two points of egress while maintaining the secondary egress point for Bridlewood Canyon off Birmingham Road. This condition shall be further verified prior to approval of Improvement Plans by the Department.
42. Any roadway longer than 150 feet shall have a turnaround installed at the end of the road. This condition shall be further verified prior to approval of Improvement Plans by the Department.
43. Due to the exposure factor created by the close setback from structure, each structure shall have fire sprinklers installed that conform to NFPA 13D. This condition shall be further verified prior to approval of Improvement Plans by the Department.
44. On-street day parking shall be allowed on one side only. This parking shall be allowed only on roads that are 27 feet measured from curb face to curb face or greater. To assure conformance, all parking shall be monitored by the onsite security patrol to maintain a 20-foot wide emergency access between parked vehicles and the face of curb. Fire Department approved "No Parking" signs shall be installed in accordance with the 2007 California Fire Code.
45. 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.
46. To enhance nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with blue reflective marker as specified by the Fire Department and the Fire Safe Regulations.
47. 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 in service prior to framing of any combustible members as specified in the El Dorado Hills Fire Department Standard 103.
48. This development shall be prohibited from installing any type of traffic calming devices that utilize a raised bump or a lower dip section of roadway.
49. Address numbers shall be visible from the main street by way of a sign located at the intersection of the court and six pack entrance. The final details shall be approved by the Fire Department prior to installation.
50. The Birmingham Drive gate shall remain for a secondary means of egress for the Bridlewood Canyon Subdivision. The Bridlewood Canyon residents shall be allowed to use the new Serrano Village J7 subdivision streets as a mean of exiting to Bass Lake Road, subject to the terms of that certain Reciprocal Road Easement Agreement between El Dorado Hills

Development Company and El Dorado Hills Associates, Ltd. recorded January 17 , 1990 at Book 3277, Page 685.

51. In the event that the road easement for Bass Lake Road is determined to be 120 feet the applicant shall install a gate between Street B cul-de-sac and Bass Lake Road. The gate shall have a minimum operational width of 12 feet and, at minimum, an installation of a low priority Knox lock for emergency access. The driveway surface connecting Street B cul-de-sac and Bass Lake Road shall be installed to support a minimum of 75,000 pounds. This condition shall be verified by the department during review and prior to approval of Improvement Plan.

Air Quality Management District

52. Project construction will involve grading and excavation operations, which will result in a temporary negative impact on air quality with regard to the release of particulate matter (PM10) in the form of dust. Then, District Rules 223 and 223.1 and 223.2, which address the regulations and mitigation measures for fugitive dust emissions and asbestos emission, shall be adhered to during the construction process. Mitigation measures for the control of fugitive dust and asbestos shall comply with the requirements of Rules 223, 223.1, and 223.2, whichever rule is appropriate. In addition, the appropriate Fugitive Dust Prevention (FDP) Application or Asbestos Dust Mitigation Plan (ADMP) Application shall be submitted to and approved by the District prior to issuance of a building permit or grading permit.
53. Project construction shall adhere to District 224 Cutback and Emulsified Asphalt Paving Materials and the county ordinance concerning asbestos dust.
54. Burning of wastes that result from “Land Development Clearing” must be permitted through the District. Only vegetative waste materials may be disposed of using an open outdoor fire.
55. The applicant shall submit a list of all proposed architectural coatings to the District for approval prior to the issuance of a building permit. All architectural coatings shall adhere to District Rule 215 Architectural Coatings.
56. The applicant shall submit a list to the District stating which of the following mitigation measures will be used to reduce impacts on air quality from equipment exhaust emissions during all construction involved in this project for approval prior to the issuance of a Building Permit or Grading Permit:

The District’s goal is to strive to achieve and maintain ambient air quality standards established by the United States 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.

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.

57. 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 construct applications shall be submitted to the District. Submittal of applications shall include facility diagram(s), equipment specifications and emission factors.

County Surveyor

58. All survey monuments must be set prior to the presentation of the final map to the Board of Supervisors for approval, or the developer shall have surety of work to be done by bond or cash deposit. Verification of set survey monuments, or amount of bond or deposit to be coordinated with the County Surveyors Office.
59. The roads serving the development shall be named by filing a complete Road Name Petition with the County Surveyors Office prior to filing the Final Map.

ATTACHMENT 2 FINDINGS

**PD07-0029/TM07-1457/Serrano Village J7
Planning Commission March 11, 2010**

FINDINGS FOR APPROVAL

1.0 CEQA FINDING

- 1.1 The project is a residential project and a part of an adopted El Dorado Hills Specific Plan EIR, This project is statutorily exempt from the requirements of CEQA pursuant to Section 15182 stating that a residential project is exempt where a public agency has prepared an EIR on a specific plan after January 1, 1980. No impacts have been identified which were not discussed and mitigated in the EIR. Implementation of the project is subject to conformance with applicable mitigation measures detailed in the Mitigation Monitoring Plan in the EIR. No further environmental analysis is necessary
- 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 at 2850 Fairlane Court, Placerville, CA, 95667.

2.0 ADMINISTRATIVE FINDINGS

2.1 General Plan

The El Dorado County General Plan designates the subject site as Adopted Plan, a designation in reference to areas where specific plans have been adopted. These plans and the respective land use maps are accepted and incorporated by reference and is hereby adopted as the General Plan Land Use map for such area. Since the El Dorado Hills Specific Plan has been incorporated by reference under General Plan Land Use Element Policy 2.2.1.2, the proposed residential tentative subdivision map and planned development is found to be consistent with the General Plan.

2.2 Specific Plan

The proposed residential development is located within the Village J portion of the El Dorado Hills Specific Plan area. The design of the development conforms to the applicable standards under specific policies of the plan. The development would be served by existing public services and have access to amenities provided by Serrano Associates. Therefore, the proposed tentative map/planned development is found to be consistent with the El Dorado Hills Specific Plan.

2.3 Zoning/Planned Development

The development conforms to the One-Family Residential (R1) Zone District standards, as modified under Section 17.04.030.B of the El Dorado Zoning Ordinance (Planned Development). Specifically, the modified standards correspond to the nature of the design and use of the clustered development. Existing public utility services would be adequately provided by local purveyors. The development is designed to conform to the existing residential neighborhood consistent with the policies and standards of EDHSP.

The planning commission shall not approve or conditionally approve a development plan nor recommend the establishment of a PD zone unless it makes the following findings:

- 2.3.1 That the PD zone request is consistent with the general plan;

The project is residential development contemplated by the El Dorado Hill Specific Plan which is consistent with the El Dorado County General Plan.

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

The residential development has been designed to meet the applicable standards of the EDHSP. Specifically, implementation of the residential subdivision would benefit from the amenities provided by the master developer that create a desirable environment for its future residents. These amenities include use of recreational parks, natural open space, and trails.

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

Implementation of the clustered development would be subject to applicable modified standards of the One-Family Residential (R1) Zone District. The modifications are justified based on the site constraints limiting the property and the design of the residential cluster.

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

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

As designed, the proposed cluster residential development can be physically accommodated on the project site. The vacant site is relatively flat with sparse vegetation, is accessible off County Road (Bass Lake Road), and would have utility service readily available from existing development in the area.

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

The site does not contain sensitive natural or scenic value. The proposed residential use is consistent with the existing residential development in the immediate area, as contemplated in

the EDHSP and General Plan. Therefore, development of the site would not detract from any natural land or scenic value.

2.4 **Subdivision Ordinance**

2.4.1 That the proposed map is consistent with applicable general and specific plans;

The proposed development would create a total 71 clustered residential lots in conformance with the standard and design provisions of the El Dorado Hills Specific Plan, as adopted by the El Dorado County General Plan.

2.4.2 That the design or improvement of the proposed division is consistent with applicable general and specific plans;

The improvement of the subdivision has been designed in conformance with the identified residential land use requirements in the Specific Plan. The subdivision shall adhere to applicable improvements of the DISM and shall be constructed in accordance to construction plans and permit requirements.

2.4.3 That the site is physically suitable for the type of development; and

2.4.4 That the site is physically suitable for the proposed density of development;

The project site is physically suitable to accommodate the proposed development. The site predominantly flat, does not contain sensitive vegetation, and shall conform to the established surrounding residential development in the area. With its proximity to the Bass Lake overflow, appropriate construction measures shall be adhered to avoid impacts to the resource subject to verification by affected agencies. The infill site shall have direct access and connection to public utilities available in the area. Modified standards and improvement requirements would sufficiently accommodate the development.

2.4.5 That the design of the division or the proposed improvements are not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat; and

2.4.6 That the design of the division or the type of improvements would not cause serious public health hazards

Development of the residential subdivision is subject to the applicable provisions of El Dorado Hills Specific Plan and mitigation measures under the Environmental Impact Report (EIR) including regulation of proper pad design and layout minimizing impacts to natural resources, adherence to air quality measures, and reduction of noise impacts. Prior to issuance development permit, construction and improvement plans shall be reviewed for conformance to applicable County standards and Serrano Architectural Review Committee requirements. Therefore, the project is not likely to cause substantial environmental damage.

2.4.7 That the design of the division or the improvements is suitable to allow for compliance of the requirements of section 4291 of the Public Resources Code;

The development is subject to the applicable Specific Plan policies involving site design and maintenance of open areas susceptible to brush fires. Further, the subdivision is subject to specific project conditions from the El Dorado Hills Fire Department regarding location of hydrant and construction of non-combustible fencing material. Therefore, the proposed subdivision conforms to the requirements of Section 4291 of the Public Resource Code;

- 2.4.8 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)

Utility easements necessary to serve the subdivision have been adequately depicted on the Tentative Subdivision Map and shall be further verified for any conflicts by the County Surveyor's Office at the time of filing of the final map.

2.5 Design Waivers

The following design waiver requests are subject to specific findings in accordance with Section 16.08.020.A.2a-d of the El Dorado County Subdivision Ordinance. Each request is followed by a response justifying the waiver.

- 2.5.1 Design Waiver 1:** Modification of subdivision road improvement Standard Plan 101 B including a reduction of right-of-way width from 60 feet to 36 feet, reduction of road pavement from 28 feet to 27 feet, construction of a 6-foot wide sidewalk on one side only, and construction of modified rolled curb;

- A. There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver.

Given the irregular configuration of the property and close proximity to the overflow, the proposed residential development would be sufficiently served by the reduced right-of-way and related improvement of the internal street. The proposed street improvements would adequately accommodate the anticipated traffic and on-site utilities necessary to serve the development. The streets shall be privately owned and maintained by the master Homeowner's Association.

- B. Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.

Application of the standards street right-of-way and related improvements would

require wider pavement and additional disturbance to the site, thereby posing an encumbrance to the design and functionality of the residential cluster development.

- C. The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.

The modified street standards would affect the private streets that would sufficiently serve the private residential development. The associated improvements shall be constructed in accordance to standards of the DISM, subject to improvement and other construction plans. Implementation of project condition of approvals and applicable mitigation measures shall be verified during review and prior to issuance of any construction permits. Therefore, the proposed deviations have been determined not to be detrimental to health, safety, 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 modified standards would not have the effect of nullifying the objectives of this article or ordinance applicable to the subdivision as this standard would affect private streets serving the clustered residential development. These streets shall be privately maintained by the HOA. Other applicable improvement standards shall be enforced and verified during review construction plans.

2.5.2 Design Waiver 2: Reduction of turnaround cul-de-sac right-of-way from 60 feet to 50 feet and road width radius from 50 feet to 40 feet at the end of Street B;

- A. There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver; and
B. Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.

The requested deviation would affect the cul-de-sac at the end of Street B. Given its location at the northerly tapered end of the site, accommodating the components for a standard cul-de-sac would be constrained by its proximity to the future Bass Lake Road right-of-way and the common border with the existing subdivision to the east. Construction of a standard cul-de-sac would result in additional unnecessary disturbance from grading activities. The modified cul-de-sac standards, which consists of a 40-foot radius pavement with 10-foot easement clearance, has been designed to sufficiently meet the anticipated vehicular traffic within the residential development and the required turning radius needed to accommodate common large vehicles, in particular an emergency fire engine apparatus.

- C. The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.

The modified cul-de-sac standards has been designed to sufficiently accommodate the

traffic and turning radius anticipated for the private development. The associated improvements shall be constructed in accordance to standards of the DISM, subject to improvement and other construction plans. Implementation of project condition of approvals and applicable mitigation measures shall be verified during review and prior to issuance of any construction permits. Therefore, the proposed deviation has been determined not to be detrimental to health, safety, 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 modified standard would not have nullifying effect on the objectives of this article or ordinance applicable to the subdivision as this standard would affect a cul-de-sac serving the private clustered residential development. Other applicable improvement standards shall be enforced and verified during review of construction plans. Ownership and maintenance of the private streets and enforcement of parking prohibitions along the street shall be conducted by the Homeowner's Association.

2.5.3 Design Waiver 3: Reduction of minimum 100-foot centerline curve radius length to reduced lengths identified on the map

- A. There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver; and
- B. Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.

The property has an irregular shape and configuration affected by its proximity of Bass Lake thereby influencing the design of the private development. Application of the standard would result in a re-design and adjustments of the site layout that could lead in unnecessary disturbance and impacts. As proposed, the modified standards would sufficiently accommodate vehicular traffic and ensure safety with restrictions to parking and vehicular speed along the private streets.

- C. The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.

The proposed deviation would not be detrimental to health, safety, and welfare of the public. The modified centerline curve radius length has been designed to sufficiently accommodate the vehicular traffic and speed anticipated for the private development. The required improvements shall be constructed in accordance to standards of the DISM, subject to improvement and other construction plans. Implementation of project condition of approvals and applicable mitigation measures shall be verified during review and prior to issuance of any construction permits.

- 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 modified standard would not have any nullifying effect on the objectives of this article or ordinance applicable to the subdivision as this standard would affect a street design serving the streets within private clustered residential development. Construction of this improvement would be conducted in accordance with the DISM, subject to approved plans. The design would sufficiently accommodate on-site traffic and circulation conditions, which would be privately enforced by the Homeowner's Association.

2.5.4. Design Waiver 4: Modification of standard road encroachment under Standard Plan 110 with Serrano entrance design

- A. There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver; and
- B. Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.

The proposed modified encroachment would serve as an enhanced entrance feature to Village J7 development that is distinct to many residential villages developed by Serrano within the EDHSP. This design creates a very unique subdivision look and architectural statement that Serrano has become known for. Deviating from the modified entrance at this stage specific plan buildout would disrupt the very distinctive harmonious theme of the community. Strict application of the standard encroachment entrance would cause an unnecessary hardship in marketing the new subdivisions. Without the continued use of the Serrano "typical", the subdivisions would have a different look in comparison with the balance of the existing community within Serrano and has the potential to create a perception to prospective buyers that the new subdivision was built to a lesser standard than the existing ones.

- C. The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.

The modified design of the encroachment entrance would not be injurious to adjacent properties or detrimental to the welfare of the public as this improvement would be confined entirely within the project site, serving the residents of the subdivision.

- 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.

Granting of the waiver would not have any effect of nullifying effect on the objectives of the Subdivision Ordinance or other applicable subdivision applicable. The modified encroachment entrance, which has been previously used in other Serrano villages, would sufficiently serve the subdivision as well as provide an aesthetically unique amenity for the subdivision.

