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# COUNTY OF EL DORADO

## DEPARTMENT OF TRANSPORTATION

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Date: 14 September 2023

To: Anna Leanza, Project Planner

From: Dave Spiegelberg, Department of Transportation 

Subject: **TM #23-0003**

Project Name: **Cameron Meadows**

Project Location: **Adjacent to Rasmussen Park, east of Mira Loma Drive and north of Carousel Lane, in the Cameron Park area**

APN: **070-011-051**

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**Project Description:** A Tentative Subdivision Map that seeks to take advantage of the Housing Accountability Act, the Housing Crisis Act (also known as Senate Bill 330 [SB 330]), and the State Density Bonus Law. The Project would create 161 single-family residential lots ranging in size from 6,300 square feet (sf) to 16,668 sf. Sixteen (16) of these lots would include attached accessory dwelling units (ADUs). The ADUs, which represent 10 percent of the total dwelling units, are proposed to be deed-restricted to low-income households, thereby qualifying the project to take advantage of the State Density Bonus Law (SDBL). The proposed development would result in 1.55 dwelling units per acres, which is within the 1-5 units per acre allowed under the High Density Residential (HDR) designation of the General Plan. The property consists of 104 acres, and is located adjacent to Rasmussen Park, east of Mira Loma Drive and north of Carousel Lane, in the Cameron Park area.

**Site Plans:** The following conditions are based on Department of Transportation (DOT) review of the Tentative Map and Supporting documentation dated 03/07/2023.

**Traffic:** A Traffic Impact Study (TIS) was prepared by Kimley-Horn and Associates, dated September 22, 2022. **However, at this time, the TIS does not match the project description. The TIS reflects a full roadway connection between the west and east sides of the project, whereas, the current project description is for an Emergency Vehicle Access (EVA) only for this connection. The TIS must be revised to reflect the proposed project.**

Given the outcomes of the preliminary TIS, the Project would be responsible for construction of Intersection Improvements and installation of Traffic Signals at the Cameron Park Drive / Mira Loma Drive Intersection, and the Meder Road / Ponderosa Road Intersection. These Improvements may be reimbursable if included in the County's Capital Improvement Program (CIP) and Transportation Impact Fee (TIF) Program.

Access: Primary access for the western portion of the project is proposed from existing Almeria Drive in the Cameron Woods Subdivision. Primary access for the eastern portion of the project is proposed from the existing Carousel Lane in the Cameron Valley Estates Subdivision. Two EVA's will connect the two sides of the project: one on the south side of the project and one on the north side of the project.

Grading: The proposed lots are to be mass graded. Open space between the areas proposed to be developed will remain ungraded.

Stormwater: The project is subject to the provisions of the County Storm Water Ordinance and Drainage Manual regarding drainage and water quality.

The County Stormwater Ordinance (Ord. No. 5022) and Drainage Manual require the project to construct on-site detention or retention to reduce post-development peak runoff to pre-development levels. This mitigation measure will be implemented with the project improvement plans.

Design Waivers: No Design Waivers were requested or identified.

**NOTE: THE FOLLOWING CONDITIONS ARE EXAMPLE CONDITIONS AND SUBJECT TO CHANGE UPON COMPLETION OF THE TRAFFIC IMPACT STUDY.**

**PROJECT-SPECIFIC TD CONDITIONS:**

1. **Road Design Standards:** Construct all roads in conformance with the County Design and Improvements Standard Manual (DISM) Standard Plan 101B to the widths as shown on the Tentative Map.
2. **Offer of Dedication:** Offer to dedicate, in fee, the rights of way for roadways shown in Table 1 with the final map. Also offer any appurtenant slope, drainage, pedestrian, public utility, or other public service easements as determined necessary by the County.

The offer(s) will be accepted by the County, provided that a County Service Area Zone of Benefit or other approved funding source has been created and funded to provide for maintenance of the roadways and drainage facilities.

At the option of the Developer, the roadways may be private, except that emergency access shall be public. In the event of the private roadways option, a Homeowners Association (or other mechanism approved by County) shall be formed for the purpose of maintaining the private roads and drainage facilities.

3. **Off-Site Improvements – Collectors and Major Transportation Facilities:**
- A. The Project is responsible for design, Plans, Specifications and Estimate (PS&E), utility relocation, right of way acquisition, and construction of improvements to [Road Name / Project Name]. **SEE DISCUSSION UNDER “TRAFFIC” ABOVE**
- i. [Describe required improvements]
  - ii. Timing of Improvements
    - a. In order to ensure proper timing of the construction of the improvements perform a supplemental traffic analysis in conjunction with each final map application to determine Level of Service (LOS) of [state impacted location] to include existing traffic (at the time of final map) plus traffic generated by each final map.
    - b. If the supplemental traffic analysis indicates that the County’s LOS policies would be exceeded by the existing traffic plus traffic generated by that final map, construct the improvements prior to issuance of the first certificate of occupancy for any lot within that final map.
    - c. If the County’s LOS policies are not exceeded upon application for the last final map within the project, payment of TIF fees is considered to be the project’s proportionate fair share towards mitigation of this impact.
    - d. If the necessary improvements are constructed by the County or others prior to triggering of mitigation by the project, payment of TIM fees is considered to be the projects proportionate fair share towards mitigation of this impact.
- B. Financing and Reimbursement
- i. Project may be reimbursed for the costs of any improvements listed above in [specify subparagraphs identifying necessary improvements], to the extent such improvements are included in the County’s Traffic Impact Fee (TIF) Program, in accordance with the County’s TIM Fee Reimbursement Guidelines, and subject to a Road Improvement and Reimbursement Agreement between the Project and the County.
  - ii. If any improvements are included in the County’s 10-year CIP and TIM Fee Program, and agreed to by County in a Road Improvement and Reimbursement / Credit Agreement, the Project may provide funding and Bid-Ready PS&E to County, for bidding and construction management by County.
- C. With respect to the improvements to the public roadways required in this condition, either one of the following shall be done prior to issuance of a building permit: (a) the Project shall be under contract for construction of the required improvements with proper sureties in place, or (b) the Project shall have submitted to the County a bid-ready package (PS&E) and adequate funding for construction.



D. The following requirements apply to all traffic signals identified in this condition.

In order to ensure proper timing for the installation of traffic signal controls, perform traffic signal warrants with each final map, in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application).

If traffic signal warrants are met at the time of application for final map (including the lots proposed by that final map), construct the improvements prior to issuance of the first building permit for any lot within that final map.

If traffic signal warrants are not met upon application for the last final map within the project, pay TIM fees toward the installation of a traffic signal control at this intersection. In which case, payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact.

If the traffic signal control at an intersection is constructed by the County or others prior to triggering of mitigation by the project, payment of TIM Fees and / or [Financing Plan Fees] is considered to be the projects proportionate fair share towards mitigation of this impact.

4. **Encroachment Permit(s):** Obtain an encroachment permit from DOT and construct the roadway encroachment from [Project Access Road] onto [County Maintained Road] to the provisions of County *Standard Plan 103E*.
5. **Waiver of Direct Access Rights:** Show a waiver of direct access rights on the Final Map along [Road Name] effecting lots X and XX.
6. **Off-site Improvements (Acquisition):**

As specified elsewhere in these Conditions of Approval, the Project is required to perform off-site improvements. If the Developer does not secure or cannot secure sufficient title or interest for lands where said off-site improvements are required, the Developer must, prior to filing of any final or parcel map, enter into an agreement with the County pursuant to Government Code Section 66462.5. The agreement will allow the County to acquire the title or interests necessary to complete the required off-site improvements. The Form, Terms and Conditions of the agreement are subject to review and approval by County Counsel.

The agreement requires the Developer: pay all costs incurred by County associated with the acquisition of the title or interest; provide a cash deposit, letter of credit, or other securities acceptable to the County in an amount sufficient to pay such costs, including legal costs; If the costs of construction of the off-site improvements are not already contained in a Subdivision Improvement Agreement or Road Improvement Agreement, provide securities sufficient to complete the required improvements, including but not limited to, direct construction costs, construction management and surveying costs, inspection costs incurred by County, and a 20% contingency; provide a legal description and exhibit map for each title or interest necessary, prepared by a licensed Civil Engineer or Land Surveyor; provide an appraisal for each title or interest to be acquired, prepared by a certified appraiser; Approved improvement plans, specifications and contract documents of the off-site improvements, prepared by a Civil Engineer.

**DOT STANDARD CONDITIONS**

7. **Curb Returns:** Where sidewalks are provided, include pedestrian ramps with truncated domes conforming to Caltrans Standard Plan A88A, including a 4 foot sidewalk/landing at the back of all ramps. Alternate plans satisfying the current accessibility standards may be used, subject to review and approval by County.
8. **Maintenance Entity:** Prior to filing a final map, form and entity, or join an existing entity, for the maintenance of public and private roads and drainage facilities. When joining an existing entity, amend and modify (as necessary) the existing entity to equitably incorporate maintenance of the Project improvements.  
  
[List any Roads] are existing County maintained roads shown on General Plan Exhibit TC-1 and will be accepted by County without a Maintenance Entity.
9. **Common Fence/Wall Maintenance:** Responsibility 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).
10. **Consistency with County Codes and Standards:** Obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual (as may be modified by these Conditions of Approval or by approved Design Waivers) from DOT and pay all applicable fees prior to filing of the final map.  
  
Ensure the project improvement plans and grading plans conform to the County *Grading, Erosion and Sediment Control Ordinance, Grading Design Manual, the Drainage Manual, Storm Water Ordinance (Ord. No. 5022), Off-Street Parking and Loading Ordinance, all applicable State of California Water Quality Orders, the State of California Handicapped Accessibility Standards, and the California Manual on Uniform Traffic Control Devices (MUTCD).*
11. **Stormwater Management:** Construct post construction storm water mitigation measures to capture and treat the 85<sup>th</sup> percentile 24 hour storm event as outlined in the CA Phase II MS4 Permit and the County's [West Slope Development and Redevelopment Standards and Post Construction Storm Water Plan](#). Show detention and/or retention facilities on the project improvement plans to fully mitigate any increased runoff peak flows and volumes in accordance with the County Drainage Manual. As an alternative to treating the entire project with a regional treatment system, the project may propose distributed source control measures to be constructed for the roadways, any other impervious surfaces and on each lot with the individual lot building permits to achieve the same effect. In which case, a deed restriction shall be recorded with the final map to ensure construction of individual lot source control measures.
12. **Geotechnical Report:** Prepare and submit a Geotechnical Report with the Project Grading or Improvement plans for review by the County Engineer. Incorporate the findings of the Report into Grading and Improvement Plans. The El Dorado County Grading Design Manual contains standards for content and scope of Geotechnical Reports, however, the County Engineer may require additional or specialized information.



13. **Water Quality Stamp:** Include a storm water quality message stamped into the concrete on new or reconstructed drainage inlets, conforming to the Storm Water Quality Design Manual for the Sacramento and South Placer Regions, Chapter 4, Fact Sheet SD-1. Obtain approval of proposed message from County Engineer prior to construction.
14. **Drainage (Cross-Lot):** Avoid cross lot drainage. Contain any concentrated cross lot drainage, or natural sheet flow drainage increased by the Project, within dedicated drainage easements. Convey concentrated flows via closed conduit or open channel, to natural drainage courses or storm drain system. Show drainage easements for on-site drainage facilities on the Project Grading and Improvement plans.
15. **Regulatory Permits and Documents:** Incorporate all regulatory permits and agreements between the project and any State or Federal Agency into the Project Grading and Improvement Plans prior to the start of construction of improvements.  
  
Grading or Improvement plans for any phase may be approved prior to obtaining regulatory permits or agreements for that phase, but grading/construction of improvements may not proceed until the appropriate permits or agreements are obtained and the grading/improvement plans reflect any necessary changes or modifications to reflect such permits or agreements.  
  
Project conditions of approval shall be incorporated into the Project Improvement Plans when submitted for review.
16. **Electronic Documentation:** Upon completion of the required improvements, provide As-Built Plans to the County Engineer in TIFF format, and provide final Drainage and Geotechnical reports, and structural wall calculations to the County Engineer in PDF format.