

**FILE NUMBER:** PLN22-006

**SUBJECT:** Building Site Approval, Design Review (Tier II), and Special Permits, and Grading Approval for a new single-family residence, ADU/JADU, animal shelters with three or more plumbing fixtures, seasonal agricultural employee housing, and associated improvements.

**SITE LOCATION:** Old Calaveras Road, (APN:029-35-007)

**ADDITIONAL INFORMATION/ AREAS OF CONCERN**

*The items below are informational only. These items are not required to deem the application complete for processing.*

**PLANNING.**

1. In order for Staff to make a favorable recommendation for the proposed development, Staff must find that the Grading Approval findings and Design Review Guidelines are met. Additionally, Staff must determine that the Hillside General Plan policies are adhered to as well. As currently proposed, Staff cannot make a favorable recommendation for the proposed development due to conflicts with the required findings and policies in the Zoning Ordinance. Staff is concerned with the impacts the proposed grading has on the natural terrain of the hillside. See specific details below:
  - The fill for the driveways on the subject property.

Response: The access road has been lowered approximately 3 feet between station 14+25 to station 15+25 (portion of access road which contained the greatest fill). This adjustment reduced the amount of Fill and also reduced the greatest Fill from over 10' down to 7'. Refer to revised sheet C3.0.

- The access road that is wider than what is required for a single-family residence (15 feet).  
NOTE: Staff is aware the subject property takes access through a separate property that is currently going through the subdivision application. However, any additional road improvements for access (such as widening) needed for the subdivision will be processed separately under the subdivision application (PLN20-178).

Response: We would like to again clarify that the width of the roads has no bearing on the subdivision application PLN20-178. The requirement for subdivision is to have access to county-maintained road which already exists on the property. The subdivision does not need any additional road improvements for access, and we are not proposing any under PLN20-178.

The grading incorporated in this application is solely meant for creating access for proposed uses on parcel no. APN 029-35-007, which is a land locked parcel. The current proposed access is the shortest and most efficient access to county-maintained road with least amount of grading and impact on the natural terrain.

Regarding the width of the road being more than 15f, this was already addressed in our response letter for additional info letter R2 dated April 20, 2022. We had clarified the need for the access road to be 22ft based on guidance from LDE and not by our choice. This was discussed with Planning and LDE during the meeting on 1/19/2023 as well. We have copied the response submitted for the incomplete letter 2 for your ready reference.

The proposed new access road from station 0+00 to station 7+00 will be built on the lands of Gokulam (APN 029-34-004) and from station 8+00 to station 15+00, station 0+00 to 3+00 the new proposed access road will be built on the lands of Barsana (APN 029-35-007) to access the proposed developments. All these roads are designed to be the width of 22 foot wide as one of our proposed uses on the property has a commercial agricultural activity in the form of a Livestock shelter and a RV temp. agricultural housing to support this commercial agricultural activity. This activity includes production and sale of Vermicompost / Organic Manure – Worm Castings and Spray. High quality worm castings made from organic feed and manure from special breed of livestock will be sold to local consumers. Also, premium quality bales of Orchard Grass will be sold to local consumers who are looking for a nutritious fresh feed for their livestock.

The road width of 22ft is designed as per the guidance from LDE for the neighboring parcel Gokulam LLC (PLN-20-125) as part of incomplete letter1, Comment no. 26 saying that commercial agricultural uses need a road conforming to County Standard Details SD1 of width 22ft. Please find the attached file ‘Response to design review incomplete letter1 for PLN20-125’. The width of the driveway to the houses after the commercial livestock shelter is also maintained at 22ft since the firetruck turnaround is located at the end of the driveway. Please find below the previous comment from LDE:

*26) Please demonstrate that the access road to the driveway shown on the plan conforms to County Standard Detail SD1 with a 22’ width. Please include a driveway approach per SD4 that conforms to County standard slopes of less than 5% grade 20 feet from the edge of pavement or to the right of way, whichever is greater.*

In addition to this:

- a. The existing 24 foot wide access road from Station No. 0+00 to station No. 5+50 is approved under PLN20-125.
- b. The existing 24 foot wide access road from Station No. 5+50 to station No. 15+26 is approved under Reclamation Plan Amendment 2015 (APN 029-34-004).

See attached email ‘20210924 County approval letter for roads’ from Planner Rob Salisbury confirming that the existing roads of 24ft wide is in compliance with the approved Reclamation Plan Amendment. This access road is an existing access road on which an easement has been drafted by Gokulam for Barsana LLC to use.

- The berm located to the west of the single-family residence.

Response: The berm located to the west of the single-family residence has been removed.  
Ref. Sheet **C2.0**

- The visibility of the retaining wall to the north of the ADU.

Response: The retaining wall to the north of the ADU is just 2.28ft tall. Please refer Sheet C2.0. At the highest point, the top of the wall is 474.00 and the bottom of the wall is 471.71 which makes it 2.28ft wall. As it is set in a valley, the retaining wall is completely invisible from the North as demonstrated by the Visual simulation. Please refer to the visual simulation document 'Visual Simulation-3' sheet no. 4

- The fill beneath the seasonal agricultural pad and the fill beneath the animal shelter.

Response: Please refer sheet C3.0.

As you can see from the elevation table, the grading has been optimized to the minimum. The pad for the livestock shelter has about 70% of its area less than 2ft fill and the remaining 30% of the pad has less than 2ft cut resulting in the net neutral grading required in that area. Similarly, the pad for the RV has about 30% with about a less than 2ft fill, 5% with between 2 and 3ft fill and remaining portion is cut mostly of less than 2ft.

This area is set in the valley and is completely invisible from the northern golf course and the summit point community houses as seen from the visual simulation from the north of this property. Please refer to the visual simulation document 'Visual Simulation-3' sheet no. 11

- The design of the grading around the seasonal agricultural pad and the animal shelter, as it does not blend in with the existing topography.

Response: Please refer to the answer above. In addition to this, a small retaining wall of height 2.9ft is designed to be mainly behind the building so, its hidden. This also reduces the amount of grading required behind the building and minimizes the area of disturbance. As you can see from visual simulation sheet 4 this retaining wall is not seen and the entire grading is done to minimize the visual impacts and the area of disturbance in the property.

Overall, the grading (particularly the fill) for the proposal must be significantly reduced and the proposed grading must be design to blend in with the surrounding topography (at 2.5:1 or 3:1 slopes) in order for staff to recommend approval of the proposed project.

Response: As noted in a response above, pertaining to fills within the access road, C2G has re-evaluated the grading particularly where the greatest fill was proposed and has been able to reduce the fill in this area by approximately 3'.

Within the softscape areas and at the perimeter of the project area, C2G has utilized both 3:1 and 2:1 slope. In areas that are more visible from adjacent properties, C2G has utilized 3:1 slopes to provide a better blend with the surrounding topography. Other areas that utilize a 2:1 significantly reduce the overall disturbance area. Slopes proposed meet the recommendations provided by the project's geotechnical engineer.

2. Story poles shall be required of all new buildings subject to Design Review. Story poles shall be fully erected, per the story poles standards established by the Planning Office and shall be approved by the zoning administrator at least seven (7) full days prior to any scheduled hearing, including continued hearings and appeal hearings. Story poles shall, at a minimum, remain in place until the close of the public hearing (Section 3.20.040(A)(2)(c)). The visibility of the story poles may impact staff's recommendations to the Zoning Administrator.

Response: Story poles will be fully erected, per the story poles standards established by the Planning Office after the application is deemed complete. We will ensure that it shall be approved by the zoning administrator at least seven (7) full days prior to any scheduled hearing, including continued hearings and appeal hearings. Story poles will, at a minimum, remain in place until the close of the public hearing (as per Section 3.20.040(A)(2)(c)).