

PLANNING OFFICE

Contact Parya Seif at (408)299-5783 or parya.seif@pln.sccgov.org regarding the following comments:

Plans

Please revise the plan set and address the following comments:

1. Upon your next submittal separate the sanitary septic system plan set from the rest of the plans. The plan set must include grading and architectural plans including site plan, elevations, building layout, etc. Please submit the sanitary septic system plans as a separate document.

Response - Now separated

2. The provided information on Sheet 11 of 12 identifies the elevation of the water tank pad however the final elevation of the water tanks is missing. Please identify the final height of the installed water tank.

Response – Tank height is 91” so in addition to “Tank Elev” I added “Tank Height” label.

3. The provided section Drawings on Sheet 12 of 12 is incomplete. Please provide scaled section drawings and identify the following items:

a) the vertical dimensions of cuts and fills and project the existing grade line on each section.

Response – The existing grade line was already shown on the plan and labeled as “Existing Ground.” Added a label of the maximum cut/fill vertical dimension TO Sections A and B.

b) the proposed structure as depicted on Sheet A4.1

Response – Understood, updated Section A and B.

c) The final grade

Response – Final grade had been shown on all sections and called out as proposed surface.

d) The top and bottom elevation of the retaining walls

Response – Understood, added top and bottom elevation anywhere we have a retaining wall

Statement of Justification for the Proposed Grading Form

The following comment is added to the letter due to the new proposed changes to the scope of the project in this round.

4. Complete and submit a Statement of Justification for the Proposed Grading. In this document, provide a clear and thorough explanation for the proposed site improvement grading that extends beyond what is necessary for the proposed house and driveway. Additionally, clarify the reasons for not siting the house on the flatter portion of the lot, which would require less grading and result in a shorter driveway. You can find the form at the following link, -

https://stgenpln.blob.core.windows.net/document/Grading_Statement.pdf

Response - (Uploaded "SUB4_Grading Justification Letter") However, we did heavily reduce the size of the lower level of the home to accomodate planning concerns in the new plan set.

LAND DEVELOPMENT ENGINEERING

Contact Darrell Wong at (408)-299-5735, darrell.wong@pln.sccgov.org regarding the following comments:

5. Please correct the plans for consistency. The Grading Plan shows a free discharge of drainage while the improvement plans show retention/detention trenches.

Response – Understood, updated sheet 3 of 12 to remove storm drain dissipater.

6. Please include a driveway approach per SD4A or City of Morgan Hill standards, whichever is applicable, that conforms to County standard slopes of less than 5% grade 20 feet from the city of Morgan Hill jurisdiction or private driveway. Response to comments indicate that a callout for a B5 driveway approach shown on sheet A2, but none was found. The connection to the common driveway appears to have a 30% or greater cross slope which is not acceptable. The preliminary grading for the installation of the driveway connection/approach must be shown on the plans and allow for the appropriate grading for the connection.

Response - Driveway location has been shifted to better location to assist with this issue. Please see updated plans for the changes requested. We did a minimum of 4.5% for the first 40' of the entrance so this should no longer be an issue.

7. Demonstrate that the pavement edges for the SD5 driveway will be appropriately supported by shoulders, curbs, or other material. An AC berm is not a sufficient structure to support the drivable pavement surface to substitute for County standards. Please address the fill locations including but not limited to, 10+19 to 11+25 and 12+00 to 13+00.

Response - A retaining curb was proposed to help the structural integrity of the driveway.

8. The typical SD5 driveway section in hillside conditions addresses the run-on drainage from the hillside above it. If an alternative section is proposed, please demonstrate how your design will address run-on of drainage and associated debris.

Response - Run-on drainage will be directed through the retaining curb and directed to the inlets placed along the driveway. This will then take it to the main system that will dissipate it further downstream.

9. Please submit evidence of legal access to the site from the nearest publicly maintained road compiled and/or prepared by a Licensed Land Surveyor or Registered Civil Engineer authorized to practice land surveying per C12-326 of the Single Building Site Ordinance. The plans currently note a 40' easement to be granted, but the plans do not match that which is shown on the Exhibit of the actual easement ready to be recorded. The plans shall be corrected for consistency.

Response - Understood, updated information to match survey that an Existing 20' Access Easement per BK. 6911 O.R PG. 67 on Sheet A2. Also see "SUB4_ Revised Drummond Easement Granted"

10. Provide a cross section through approximate stations 10+95 and 13+25 demonstrating the area of maximum grading on the driveway including the retaining walls and the cut and fill slopes. Provide sections through the detention/retention trenches on the hillside demonstrating the grading required for their installation. The contour grading shall reflect the cross sections.

Response – cross section approximately at station 10+95 is already shown on Section D-D on sheet 12 of 12 and station 13+25 is already shown in Section C-C on sheet 12 of 12.

11. Revise the area of grading at approximate station 11+50 to show appropriate contour conforms.

Response - The grading of the whole driveway has changed.

12. Provide cross sections of the grading in the area of the structure and turnaround in both directions as necessary to demonstrate the extent of the grading. Sections A-A and B-B are helpful, but

additional sections taken through the area of maximum grading area required. Sections taken through the Western edge of the structure and the Norther and southern edges of the structure are necessary to clearly show the grading.

Response - added Sections H, I, and J on Sheet 12.

13. The retention/detention trenches are located on a steep hillside in a landslide hazard zone. Provide a letter from a Geotechnical or Soils Engineer approving of the design or provide preliminary recommendations regarding such detention structures.

Response - Uploaded "**SUB4_Soils review letter**" (We added a second discharge location per soils recommendations and the updated review letter is coming shortly)

14. Submit a revised Central Coast Watershed Questionnaire based on the revised drawings as necessary. Please note that pavement shoulders must be considered impervious. Based on the results of the Questionnaire, incorporate the applicable stormwater treatment measures in the plans.

Response – See "**SUB4_Storm Water Questionnaire**"

ROADS AND AIRPORTS

Contact Thomas Esch at (408) 573-2450, tom.esch@rda.sccgov.org regarding the following comments:

1. The current easement off Oak Glen Ave, a County maintained road, appears to be an established access point for the site being developed as well as other properties. This easement driveway will be required to be improved to County Standard B/5 driveway approach. The plans incorrectly refer to Standard Drawing B/4. Revise plans to indicate County Standard B/5 driveway.

Response – Understood, updated sheet A2 to show B/5.

2. Provide a site-specific driveway detail, demonstrating dimensions and layout of the County Standard B/5 driveway at the intersection with Oak Glen Avenue. Site-specific detail is required to verify how the driveway will be constructed including any impacts to the adjacent sloped hillside (i.e., retaining walls if necessary) and drainage.

Response - Driveway entrance design was included as a detail shown on Sheet 3 titled "Oak Glen Avenue Rural Driveway Approach Design"

FIRE MARSHAL OFFICE

Contact Alex Goff at (408) 299-5763 or alex.goff@sccfd.org regarding the following comments:

3. Provide a Response Letter addressing comments below. More comments may be made when more information is supplied.

Response - See below, Please note the driveway location had changed to accommodate The Fire Marshals requirements for minimum turning radius. The driveway has also been widened to optimize Fire access to the site and general area. A lot of work went into making these accommodations and we are hoping the Fire Marshals office will find the new driveway location satisfactory.

4. Ensure Plans are properly scaled. Sheet A2 (3 of 35) lists a scale of 1"=90', however this doesn't match the plans note of a 20' wide road. Measurements using the scale come out to a 12 ft. wide drivable width. Additionally, the uploaded plans for the neighboring parcel (reviewed by the city) appear to show a 14 ft. drivable width, clarification is needed why these plans don't match.

Response – the scale on the sheet was correct, what was incorrect where the offsets to the 20' wide road. Sheet A2 has been updated to reflect correct offset.

5. The maximum space between turnouts is to be 500ft. [CFMO-A1 Section II.E]. Sheet A2 (3 of 35) appears to distance of greater than 500 ft. before the (E) turnout.

Response – Updated driveway plans have a maximum of 500' between turnouts.

6. Plans are to show minimum interior turning radius of 30 ft. and exterior turning radius of 50 ft. [Santa Clara County Ordinance No NS-110.136 Section D103.3]. The driveway turning radius just before the (E) Turnout on the neighboring parcel still isn't known.

a) Previous review asked for a wider radius, the County Ordinance has been updated to now allow a 30 ft. interior turning radius.

b) The uploaded plans for the neighboring parcel appear to show a 24 ft. interior radius for this portion of driveway.

Response – Updated driveway plans have a minimum interior turning radius well over 30 ft.

7. Slope analysis for (E) driveway appears to exceed CFMO-A1 limits of 300 ft. continuous surpassing 15 ft. slope.

Response – We updated driveway plans and location to comply with slope limits.

CALFIRE

Contact Carlos Alcantar at carlos.alcantar@fire.ca.gov for information regarding the following comments.

This project is located within the State Responsibility Area (SRA) and is recommended to follow all minimum wildfire protection standards of **California Code of Regulations Title 14 Natural Resources Division 1.5 Department of Forestry Chapter 7 - Fire Protection Subchapter 2 SRA Fire Safe Regulations Articles 1-5.**

8. **Access:** Rolling Hills Road and access roads will need to be designed and constructed to provide a minimum of two ten (10) foot traffic lanes, not including shoulder and striping to the building site per **§ 1273.01.**

Response – Understood. Driveway already approved by Calfire

Article 2 Emergency Access and Egress

§ 1273.00. Intent

Roads and driveways, whether public or private, unless exempted under 14 CCR § 1270.02(d), shall provide for safe access for emergency wildfire equipment and civilian evacuation concurrently, and shall provide unobstructed traffic circulation during a wildfire emergency consistent with 14 CCR §§ 1273.00 through 1273.09.

Response - Understood, roads and driveways conform to standards.

§ 1273.01. Width.

a) All roads shall be constructed to provide a minimum of two ten (10) foot traffic lanes, not including shoulder and striping. These traffic lanes shall provide for two-way traffic flow to support emergency vehicle and civilian egress, unless other standards are provided in this article or

additional requirements are mandated by local jurisdictions or local subdivision requirements. Vertical clearances shall conform to the requirements in California Vehicle Code section 35250.
Response - Understood, roads conform to standards.

b) All one-way roads shall be constructed to provide a minimum of one twelve (12) foot traffic lane, not including shoulders. The local jurisdiction may approve one-way roads.

I. All one-way roads shall, at both ends, connect to a road with two traffic lanes providing for travel in different directions, and shall provide access to an area currently zoned for no more than ten (10) residential units.

II. In no case shall a one-way road exceed 2,640 feet in length. A turnout shall be placed and constructed at approximately the midpoint of each one-way road.

Response - Understood, design conforms to standards.

c) All driveways shall be constructed to provide a minimum of one (1) ten (10) foot traffic lane, fourteen (14) feet unobstructed horizontal clearance, and unobstructed vertical clearance of thirteen feet, six inches (13' 6").

Response - Understood, design conforms to standards.

9. Road Surfaces: Ensure driveway is designed and maintained to support 40,000 pounds. Ensure access road is designed and maintained to support 75,000 pounds per § 1273.02.

Response - Understood, design conforms to standards.

§ 1273.02. Road Surfaces

a) Roads shall be designed and maintained to support the imposed load of fire apparatus weighing at least 75,000 pounds and provide an aggregate base.

Response - Understood, design conforms to standards.

b) Driveways and road and driveway structures shall be designed and maintained to support at least 40,000 pounds.

Response - Understood, design conforms to standards.

c) Project proponent shall provide engineering specifications to support design, if requested by the local authority having jurisdiction.

Response - Understood, design conforms to standards.

10. Dead-End Road: Ensure Rolling Hills drive does not exceed maximum distance for a dead-end road depending on parcel size per § 1273.08. Dead-end road begins at Woodland Ave and Llagas road.

Response – Understood, shared access driveway is already approved by Calfire. Proposed driveway total distance is significantly less distance than the already approved driveway.

§ 1273.08. Dead-end Roads

a) The maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed the following cumulative lengths, regardless of the number of parcels served:

parcels zoned for less than one acre - 800 feet

parcels zoned for 1 acre to 4.99 acres - 1,320 feet

parcels zoned for 5 acres to 19.99 acres - 2,640 feet

parcels zoned for 20 acres or larger - 5,280 feet

All lengths shall be measured from the edge of the road surface at the intersection that begins the road to the end of the road surface at its farthest point. Where a dead-end road crosses areas of differing zoned parcel sizes requiring different length limits, the shortest allowable length shall apply.

b) See 14 CCR § 1273.05 for dead-end road turnaround requirements.

11. Turnouts and Turnarounds: Turnouts will need to meet specifications in § 1273.06. Rolling Hills Road will require a turnaround at its terminus since it is a dead-end road per § 1273.05 and meet specifications in § 1273.05.

§ 1273.06. Turnouts

Turnouts shall be a minimum of twelve (12) feet wide and thirty (30) feet long with a minimum twenty-five (25) foot taper on each end.

Response - Understood, design conforms to standards.

§ 1273.05. Turnarounds

a) Turnarounds are required on Driveways and Dead-end Roads.

b) The minimum turning radius for a turnaround shall be forty (40) feet, not including parking, in accordance with the figures in 14 CCR §§ 1273.05(e) and 1273.05(f). If a hammerhead/T is used instead, the top of the "T" shall be a minimum of sixty (60) feet in length.

c) Driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a turnout near the midpoint of the Driveway. Where the driveway exceeds 800 feet, turnouts shall be provided no more than 400 feet apart. (d) A turnaround shall be provided on Driveways over 300 feet in length and shall be within fifty (50) feet of the building. (d) Each Dead-end Road shall have a turnaround constructed at its terminus. Where parcels are zoned five (5) acres or larger, turnarounds shall be provided at a maximum of 1,320 foot intervals.

Response - Understood, design conforms to standards.

12. Defensible Space: Maintain defensible space specifications described in Public Resource Code 4291

§ 1276.01. Setback for Structure Defensible Space.

Structures constructed in the SRA are required to comply with the defensible space regulations in Title 14. Natural Resources Division 1.5. Department

Response - Understood, design conforms to standards.