



INTER-OFFICE MEMO

TO: Conservation, Development, and Planning Department

FROM: Gabrielle Avina, Fire Department

DATE: April 16, 2008

SUBJECT: Lake Luciana Golf Course
P07-00398

The Napa County Fire Marshal staff has reviewed the Use Permit application for the construction of an 18-hole golf course and approximately 4,300 square foot clubhouse. We recommend the following items be incorporated as project conditions or mitigation measures if the project is approved.

1. **All construction and use of the facility shall comply with all applicable standards, regulations, codes and ordinances at time of building permit issuance.**
2. The ***minimum*** required fire flow for the protection of the proposed project is 200 gallons per minute for 60 minutes duration at 20 pounds residual water pressure with a water storage volume of 6,000 gallons. The fire flow has been reduced by 50% because the clubhouse will be protected by an automatic fire sprinkler system. The fire flow and storage volume in a sprinklered building is in ***addition*** to the water demand for the sprinkler system.
3. An approved automatic fire sprinkler system will be required for the clubhouse. The fire sprinkler system shall be installed and maintained in accordance with the *National Fire Protection Association Standard (NFPA) #13 (Installation of Sprinkler System, 2002 edition)*. A minimum of 60 minutes of water storage for the sprinkler system will be required.
4. A fire pump may be required to meet the fire flow requirements. The fire pump shall be installed and maintained in accordance to the *National Fire Protection Standard #20 (Installation of Stationary Pumps for Fire Protection 2002 edition)*. Fire pumps are required to be listed and tested by an approved testing agency and are required to be either diesel driven or electric. Electric fire pumps also require a secondary power source.
5. The private fire service mains shall be installed and maintained in accordance with the *National Fire Protection Standard # 24 (Installation of Private Fire Service Mains*

and Their Appurtenances 2002 edition).

6. The location, number and type of fire hydrants connected to the water supply shall be in accordance with the *California Fire Code, 2007 edition*. A fire hydrant will be required within 250 feet of all exterior portions of the structure.
7. All post indicator valves, control valves, waterflow devices and fire pumps shall be monitored by an approved remote station or central alarm monitoring company. Digital alarm communicator system panel shall be installed and maintained in accordance with the *National Fire Protection Standard #72 (Fire Alarm Code, 2002 edition)*.
8. The project is located in State Responsibility Area in a fire hazard severity zone. All structures will require Class A roofs and shall comply with the ignition resistant construction requirements of Chapter 7A of the California Building Code.
9. The request for beneficial occupancy **will not** be considered until all fire and life safety issues have been installed, tested and finalized.
10. Fire apparatus access roads shall be provided to within 150 feet of all exterior portions of the clubhouse.
11. Access roads from the public and/or private right-of-ways to the project/ building site shall comply with Napa County Road and Street Standards and shall be reviewed by the Napa County Public Works Department.
12. Fire apparatus access roads shall be cleared of flammable vegetation on 10 feet of each side of the roadway. Dry grass shall be cut to less than 4" in height, ladder fuel from trees shall be removed up to 8', brush shall be cut or removed and all dead fuel shall be removed.
13. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a surface so as to provide driving capabilities in all weather conditions. The access shall be provided prior to any construction or storage of combustible materials on site.
14. A defensible space zone shall be created around all structures. This defensible space zone shall be 100' from all portions of a structure. Flammable vegetation shall be removed and/or modified in the defensible space zone to create a fuel break that will help protect the structures from an encroaching wildland fire and will protect the surrounding wildland areas from a structure fire originating on-site.
15. A rapid emergency key entry system shall be installed at an approved location by the Napa County Fire Marshal's Office on any proposed gates accessing the property.

16. The approved address numbers shall be placed on the building by the applicant in such a position as to be plainly visible and legible from the street or streets fronting the property and shall be placed as to be seen from all entrances. Proposed address shall be indicated on the elevation drawings contained within the building plan submittal. The address numbers shall be a minimum of 4" in height, contrasting in color with their background and shall be illuminated.
17. An approved access walkway shall be provided to all exterior doors and openings required by either the California Building Code or California Fire Code. A concrete walkway or other approved hard surface will meet the intent of the access walkway requirement. Adequate space adjacent to the access walkway, vertically and horizontally, shall be provided to allow firefighters to access required building openings in order to effectively perform rescue operations and allow for equipment maneuverability. Any landscaping adjacent to the access walkway shall be such that it does not obstruct the functional purpose of the walkway upon maturity.
18. An approved project sign shall be placed at vehicle access points into the project during construction to assist emergency responders. The sign shall identify the project name and address. Such signs shall be clearly visible and legible from the street fronting the project.
19. The applicant shall properly identify all required fire lanes. Fire lanes shall be painted red with white letters to read "NO PARKING FIRE LANE CVC 22500.1, stenciled every 30 feet on top of the curb.
20. A Knox cabinet will be required to allow emergency vehicle access to the site. Because an alarm system is required the Knox cabinet will require "tamper monitoring".
21. The Knox cabinet shall have one or all of the following items placed in the Knox cabinet, dependant on requirements of this facility:
 1. A minimum of 2 master keys to the structure(s) for emergency access.
 2. 2 scaled site plans of the facility, identifying all buildings, hydrants, fire department access around the facility, and location of all water, electric, and gas shut-off valves.
 3. 2 scaled floor plans of all structures showing doors, offices, etc.
 4. **A digital file of the site plans in a PDF format must be submitted at building final in addition to the hard copies listed above.**
 5. Napa County Hazardous Materials Business including all MSDS forms if it is required by Napa County Environmental Management.
22. A complete set of Building Plans shall be submitted to the Fire Department for review and approval for egress requirements.
23. Barricades shall be provided to protect any natural gas meter, fire hydrant, or other

fire department control device, which may be subject to vehicular damage.
Approved signs may be required to identify the location of fire protection devices.

24. Technical assistance in the form of a fire protection engineer or consultant acceptable, and reporting directly, to the NCFD shall be provided by the applicant at **no** charge to the County for the independent peer review of alternate methods proposals.
25. Plans detailing compliance with the fire and life safety conditions-of-approval shall be submitted to the Napa County Fire Marshal's Office for review and approval prior to building permit issuance and /or as described above.
26. A digital file of the site plans in a PDF format must be submitted at building final in addition to the hard copies listed in the condition describing the contents of the Knox Box.



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OCT 28 2008

NAPA CO. CONSERVATION
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Robert J. Peterson, P.E.
Director of Public Works – County Surveyor – County Engineer – Road Commissioner

MEMORANDUM

To:	Ron Gee, Planning	From:	Rick Marshall
Date:	October 24, 2008	Re:	Draft EIR – Lake Luciana Response to Comments

Thank you for the opportunity to review the summary of comments received on the Draft EIR for the Lake Luciana project. Many of the comments, from both letters and public hearing testimony, raise common issues. Therefore, I offer the following information in response to each topic raised which is related to the evaluation of traffic impacts. My points each conclude with a listing of which comments they relate to, using the numbering system which was used in the summary I was provided.

1. **Scope of study.** In the preparation of a traffic impact study for a proposed land development project, it is necessary to establish an appropriate scope of the study. The scope, or how large an area surrounding the site should be included, will determine the roadways and intersections to be specifically studied. As traffic generated by a new development gets farther from the development site, it is dispersed onto a greater number of routes, and mixed in together with the traffic from more and more other properties. Beyond a reasonable distance, the amount of traffic on a particular route attributable to a particular development are insignificant in proportion to the total traffic on that route.

The proposed Lake Luciana golf course is forecast to generate 13 weekday peak hour trips. Additional projects within the immediate vicinity of the project include the potential development of 18 existing lots surrounding the golf course site, with 34 peak hour trips, and the potential re-establishment of activity at the Aetna Springs Resort, with 116 peak hour trips. The latter two are included in the "baseline" against which the project's impacts are measured. For a project of this magnitude, the scope of the study which has been prepared is appropriate.

The proposed Angwin development is substantially larger, and therefore it is reasonable that its traffic analysis study a larger area and examine its potential impacts on a larger network of roadways and intersections. That analysis will be the appropriate place to examine the potential combined impacts of that development and the Lake Luciana project, and specifically impacts to Howell Mountain Road.

This information responds to comments B2.2, B3.3, C1.7(a), C11.1, C12.3, PH 19, PH 26, PH 27(b) and (c), PH 35 and PH 46.

2. **Use of Barnett Road for access.** A major concern throughout the review of potential traffic impacts associated with this proposed development has been the determination of how much project traffic will use Barnett Road for access, rather than the new access road which is proposed to be the "primary" entrance, and whether the use of Barnett Road creates a potential significant impact.

Public Works' review of the traffic analysis has shared this concern all along. The study makes some assumptions about how the project will operate, which would result in assigning at least 2/3 of project traffic to the main entrance. It then correctly identifies that the concern with use of Barnett for access has more to do with safety and operations, rather than "capacity." The primary limitation is the sight distance to the northwest when on Barnett Road at its intersection with Chiles Pope Valley Road.

The traffic analysis also identifies that, in addition to the concern about sight distance at the intersection, the full length Barnett Road itself does not meet Napa County standards. The report relies on the proposal to divert traffic to the primary entrance to conclude that this does not constitute a significant impact.

These operational and safety concerns do not vary with the number of vehicles added to a roadway or intersection (in contrast to "congestion" concerns which are directly related to how much traffic will be added). It does not matter how much traffic is added to Barnett; any new traffic will experience the limited sight distance at the intersection, and the substandard width along the length of Barnett Road. Whether the project would add one new peak hour trip, or all 13 of its potential new peak hour trips, these would still be concerns. Public Works has suggested that the applicants flesh out their proposal to divert traffic away from Barnett Road, but has not seen that happen yet. In lieu of more information on this proposal, the following condition language has been recommended:

"Prior to approval of project improvement plans, the applicant shall prepare an internal traffic control plan for review and approval of the Department of Public Works and the Department of Conservation, Development & Planning. This shall include specific plans for internal signage (size, message and placement), configuration of the internal intersection of the main access road/Barnett Road extension, any proposal for gating the access to Barnett Road, as well as any other proposed means (maps, website, marketing materials) of directing primary access to the project to use the connection to Pope Valley Road."

This information responds to comments B8.15, C5.1, C11.2, PH 36 and PH 37.

3. **Circulation Element Policy CIR-1.** One letter raised concern with whether the proposed project is consistent with Policy CIR-1 in the General Plan Circulation Element: *"Consistent with urban-centered growth policies in the Agricultural Preservation and Land Use Element, new residential and commercial development shall be concentrated within existing cities and towns and urbanized areas where sufficient densities can support transit services and development of pedestrian and bicycle facilities."* This is a valid point, and the Planning Commission will need to debate and decide whether the proposed project is considered "residential and commercial development" which is subject to this policy, or whether "concentrated within existing cities and towns ..." means located in those places exclusively or just primarily.

This information responds to comment C1.7(b).

4. **Significance of traffic increase.** One letter "disagrees project would not increase traffic." Another "disagrees that there will be no significant cumulative increase in traffic." The traffic analysis identifies that the proposed development (the golf course) will increase traffic by a small amount: 13 weekday peak hour trips. For cumulative analysis, it incorporates the traffic volumes which were forecast during the evaluation of the General Plan update, for the condition known as "buildout" under the General Plan. The threshold of significance for traffic impacts is when volumes rise to the levels associated with Level of Service E or worse. The forecast volumes analyzed in this study are nowhere close to these levels. This does not constitute a significant impact for CEQA analysis.

This information responds to comments C1.7(c), C5.3, PH 17, PH 18, PH 25(b) and PH 38.

5. **Pope Valley Elementary School.** A concern is expressed about sight distance for Pope Valley Elementary School. The school, as a property owner, like any other, has the responsibility to locate and configure their driveway in a way which safely connects it with the public road network. If it does not conform with current standards for sight distance, it would be considered an "existing deficiency" and will be the responsibility of the property owner to correct. It cannot be considered an impact of the proposed development.

This information responds to comment C1.8(a).

6. **Circulation Element Policy CIR-19.** One letter raised concern with whether the proposed project is consistent with Policy CIR-19 in the General Plan Circulation Element: *"Applicants proposing new discretionary development projects with the potential to significantly affect traffic operations shall be required to prepare a traffic analysis prior to consideration of their project by the County and shall be required to mitigate project impacts and to pay their fair share of countywide traffic improvements based on their contribution to the need for these improvements."* The traffic analysis which has been prepared satisfies the first of this policy's requirements. Mitigations for the project impacts which have been identified in the analysis are recommended to be included in the conditions of approval for the project. The analysis has not identified that the project contributes to the need for any "countywide traffic improvements," therefore there is no "fair share" to be applied in this case.

This information responds to comment C1.8(b).

7. **Golf Course, Construction traffic included.** One letter expressed concern that the analysis omits traffic associated with the golf course and with construction of residences. Another expressed concern that traffic associated with the Aetna Springs Resort was omitted. These are incorrect; all have been included in the analysis.

This information responds to comments C5.2 and PH 27(a).

8. **Potential for damage to County roads.** One speaker expressed concern that increased traffic from the project could cause damage to local roads. Public Works shares this concern, as we are tasked with safeguarding the public's investment in the road infrastructure with ever-dwindling resources to do so. Standard precautions are applied to all construction projects as a function of the County's encroachment permit process, whereby specific damage attributable to the construction activity is required to be repaired. However, the operation of vehicles with "legal" loads (defined in the Vehicle Code for both size and weight) is permissible on all public roads and cannot be considered a CEQA impact.

This information responds to comment PH 25(a).

Please email RMarshall@co.napa.ca.us or call (707) 259-8381 if you have questions or need additional information.

cc: George Nickelson

File: Development Review – Lake Luciana

PUBLIC WORKS DEPARTMENT INTER-OFFICE MEMO



A Tradition of Stewardship
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DATE: January 6th, 2009

TO: Conservation Development and Planning Department

FROM: Drew Lander, Assistant Engineer

SUBJECT: Lake Luciana Golf Course development, P07-00398

The application will allow the development of approximately 1,400 acres of property in Pope Valley into a private golf course with 15 residential lots. This application would allow the construction of an 18-hole golf course, attendant buildings and other site improvements including access roads and golf cart pathways. Application proposes a new access roadway to serve this project off of Pope Valley Road. The following conditions apply to the application for the construction and operation of the golf course; any proposed change in use will require further analysis regarding roadway access and traffic improvements.

EXISTING CONDITIONS:

1. Parcels are currently served from Barnett Road in Pope Valley. Barnett road is County maintained for 1.19 miles. The County road ranges from 21 feet wide to 17 feet wide over its length.
2. The parcels to be developed are served by a one lane metal bridge crossing Pope Creek.
3. All existing access roads are dirt or gravel and are approximately 14 feet wide. Access roads cross several drainages via metal existing culvers. Access roads follow adjacent to Weeks Lake for approximately 1000 feet.
4. Several tributaries of Pope Creek cross through the proposed development area.
5. Existing agricultural accessory buildings exist on site.
6. Development area is currently grassland or developed vineyard.

RECOMMENDED CONDITIONS:

GROUNDWATER

1. Groundwater conditions and analysis has been provided separately.

NEW DRIVEWAY/ROADWAY:

2. All roadway construction associated with this application shall conform to the current Road and Street Standards of Napa County at the time of permit submittal and accepted construction and inspection practices. At a minimum all access roads serving this development shall be 18feet wide with 2 feet of shoulder. A reduction in roadway width shall be granted for the Pope Creek crossing.
3. All bridges and water crossings shall be designed to pass the 100year rain event with 2ft of free board and shall be designed to support a minimum of an H20 loading (40,000lbs).
4. Included by reference is Public works traffic memorandum dated October 24th, 2008 and prepared by Rick Marshall. PW will require that prior to approval of project improvement plans; the applicant shall prepare an internal traffic control plan for review and approval of this Department. This shall include specific plans for internal signage (size, message and placement), configuration of the internal intersection of the main access road/Barnett Road extension, any proposal for gating the access to Barnett Road, as well as any other proposed means (maps, website, marketing materials) of directing primary access to the project to use the connection to Pope Valley Road.
5. Prior to issuance of construction permits for the Golf Course the applicant must construct the proposed new access road to Pope Valley Road and construction vehicles must be directed to use the alternate access in place of Barnett road.
6. The Developer must obtain an encroachment permit for any work performed within the Napa County Right-of-Way.
7. Appropriate standard road signing will be required at all roadway intersections and roadway terminations.

PARKING:

8. Any additional parking proposed by the Developer or required by the Planning Commission as a condition of this use permit must have a minimum structural section equivalent to support an H20 load designed by a licensed Civil or Geotechnical Engineer and shall not be less than two inches of asphalt concrete over five inches of Class II Aggregate. (County Road and Street Standards, Page 27, Section 19).
9. Parking lot details shall conform to the requirements of the latest edition of the Napa County Road and Street Standards.

SITE IMPROVEMENTS:

10. Proposed drainage for the development shall be shown on the improvement plans and shall be accomplished to avoid the diversion or concentration of storm water runoff onto adjacent properties. Plan shall also indicate the path and changes in runoff.
11. Grading and drainage improvements shall be constructed according to the latest "Napa County Road and Street Standards" and the 2007 California Building Code Appendix J.

POST-CONSTRUCTION RUNOFF MANAGEMENT REQUIREMENTS:

12. Project must conform and incorporate all appropriate site design Best Management Practices as required by the Napa County manual for *Post-Construction Runoff Management Requirements* which is available at the Public Works office.
13. Parking lots and other impervious areas shall be designed to drain through grassy swales, buffer strips, sand filters or other sediment control methods which will be approved by this Department. If any discharge of concentrated surface waters is proposed into any "Waters of the State," the permittee shall consult with and secure any necessary permits from the State Regional Water Quality Control Board prior to the issuance of applicable construction permits.
14. The application shall incorporate Site Design, Source Control and Treatment control Best Management Practices to comply with County and State water quality standards.
15. Prior to final occupancy the property owner must legally record an "implementation and maintenance agreement" approved by the Public Works department to ensure all post-construction structures on the property remain functional and operational for the indefinite duration of the project.
16. Each year the entity responsible for maintenance is required to complete an annual report that includes copies of completed inspection and maintenance checklists to document that maintenance activities were conducted during the previous year. The annual report shall be retained for a period of at least five years and made available upon request by the County.

17. Post-development runoff volume shall not exceed pre-development runoff volume for the 2-year, 24-hour storm event. Post-development runoff volume shall be determined by the same method used to determine pre-development conditions. If post-development runoff volume exceeds pre-development runoff volume after the site design BMPs are incorporated into the project's overall design, a structural BMP (e.g. bio-retention unit) may be used to capture and infiltrate the excess volume. Waivers from this requirement can only be granted by the Director of Public Works.
18. Trash storage areas shall be paved with an impervious surface, designed not to allow run-on from adjoining areas, and screened or walled to prevent off-site transport of trash. Trash storage areas must contain a roof or awning to minimize direct precipitation or contain attached lids on all trash containers that exclude rain.

CONSTRUCTION STORMWATER MANAGEMENT REQUIREMENTS:

19. The site plans indicate that the construction activity will result in disturbance of greater than one acre of total land area. Therefore, the permittee will be required to obtain coverage in accordance with Napa County's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ) issued by the Regional Water Quality Control Board (SRWQCB). To achieve this, the permittee shall file a Notice of Intent with the SRWQCB prior to any grading or construction activity. Construction activity subject to this permit includes but is not limited to clearing, grading and disturbances to the ground such as stockpiling, or excavation
20. All hazardous materials stored and used on-site that could cause water pollution (e.g. motor oil, cleaning chemicals, paints, concrete, etc.) shall be stored and used in a manner that will not cause pollution, with secondary containment provided. Such storage areas shall be regularly cleaned to remove litter and debris. Any spills shall be promptly cleaned up and appropriate authorities notified. Parking lots and other impervious areas shall be designed to drain through grassy swales, buffer strips, sand filters or other sediment control methods which will be approved by this Department. If any discharge of concentrated surface waters is proposed into any "Waters of the State," the permittee shall consult with and secure any necessary permits from the State Regional Water Quality Control Board. All trash enclosures must be covered and protected from rain, roof, and surface drainage.
21. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on

the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.

OTHER RECOMMENDATIONS:

22. All improvements shall be constructed according to plans prepared by a registered civil engineer which will be reviewed and approved by this office. Improvement plans shall be submitted with the building permit. A plan check fee will apply.
23. Storm drain calculations within the Public Right of way shall be analyzed using the following design criteria:
 - a) 10 year storm is conveyed within the pipe
 - b) 100 year storm event is conveyed without overtopping the roadway
24. All cuts and fills shall be designed per the latest California Building Codes. Specifically, all cuts and fills slopes shall be setback to meet the 2007 CBC.

Any changes in use may necessitate additional conditions for approval.

If you have any questions regarding the above items please contact Erich Kroll or Drew Lander at 253-4351. For groundwater questions, please contact Anna Maria Martinez.



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Steven Lederer
Director

MEMORANDUM

To: Napa County Planning Department Hillary Gitelman, Planning Director	From: Napa County Environmental Management Department Christine Secheli, Assistant Director
Date: January 14, 2009	Re: Application for Lake Luciana Golf Course Located at Barnett Road File #P07-00398

We have reviewed the above proposal and recommend approval of the application providing the following are included as conditions of approval:

1. Complete plans and specifications containing equipment layout, finish schedule and plumbing plans for all food and/or beverage facilities and employee restrooms must be submitted directly to the Department of Environmental Management with the appropriate plan review fee. These plans must be reviewed and approved prior to issuance of any building clearance or building permit for said areas.

Upon completion of the work and prior to final by this department an annual food permit(s) will also be required.

2. The water supply system must continue to comply with the California Safe Drinking Water Act and Related Laws. This will require plan review and approval prior to issuance of building permits. Prior to occupancy, the owner must apply for and obtain an annual operating permit for the water system from the Department of Environmental Management. All required monitoring and reporting must be complied with.

3. Discharges of wastewater or wash water from activities including (but not limited to) equipment washing, vehicle washing, auto body related activities, parking lot washing and mobile detailing that may contain oil, grease, metals, or other deleterious materials must be properly disposed of. Contact your local sewer agency for discharge requirements. If sanitary sewer is not available and sewage disposal is via an on-site septic system, all such wastewater must be characterized and properly disposed of off site or by an on-site closed loop treatment system. If the waste stream is determined to be a hazardous waste, the waste must be stored and disposed of in accordance with the requirements of Division 20, Chapter 6.5 of the California

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Health and Safety Code and Title 22, Division 4, Chapter 30 of the California Code of Regulations.

4. Any hazardous waste produced on the site including any laboratory wastes, must be stored and disposed of in a manner consistent with Division 20, Chapter 6.5 of the California Health and Safety Code and with Title 22, Division 4.5, of the California Code of Regulations. A Hazardous Waste Generator Permit must be obtained from Environmental Management.

5. Pursuant to Chapter 6.5 & 6.95 of the California Health and Safety Code, businesses that generate hazardous waste and/or store hazardous materials above threshold amounts shall file a Hazardous Waste Generator Application and/or Hazardous Materials Business Plan with the Department of Environmental Management within 30 days of said activities. All businesses must submit the required Business Activities Form which can be obtained from the Department of Environmental Management

6. Complete plans for the swimming pool and/or spa including decking and accessory restroom facilities, must be submitted directly to the County Department of Environmental Management for review and approval with the appropriate plan review fee prior to issuance of building permits. Pools and spas must meet California Health and Safety Code and the California Administrative Code and the Uniform Building Code as required. An annual pool permit will also be required.

7. The proposed golf cart storage cave must meet the established set-back to all existing septic systems.

8. Prior to issuance of building permits, the applicant shall submit plans for the associated septic improvements as needed and obtain all required septic installation permits. Prior to occupancy and building final, all septic related work must be finalized by this department. If any alternative sewage disposal systems are installed, an annual operating permit must be obtained and requirements related to that operating permit complied with prior to final of the associated building permit(s).

9. All lots included as part of the lot line adjustment must meet all individual water supply and septic requirements prior to issuance of a building permit on said lots.

10. All solid waste shall be stored and disposed of in a manner to prevent nuisances or health threats from insects, vectors and odors.

11. During the construction, demolition, or renovation period of the project the applicant must use the franchised garbage hauler for the service area in which they are located for all wastes generated during project development, unless applicant transports their own waste. If the applicant transports their own waste, they must use the appropriate landfill or solid waste transfer station for the service area in which the project is located.

12. Adequate area must be provided for collection of recyclables. The applicant must contact the franchised garbage hauler for the service area in which they are located, in order to determine the area and the access needed for the collection site.

cc: Doug Calhoun
Stacey Harrington