



ZA 8-21-2019  
Item # 5.a.  
Planning Department <planning@edcgov.us>  
(10 pages)

## Fwd: Variance: V18-0005/Chellappan & Notice of Public Hearing on August 21, 2019 (at 3:00PM)

1 message

Melanie Shasha <melanie.shasha@edcgov.us>

Wed, Aug 14, 2019 at 11:45 AM

To: Rommel Pabalinas <rommel.pabalinas@edcgov.us>, Planning Department <planning@edcgov.us>

**Melanie Shasha**

Associate Planner

**County of El Dorado**

Community Development Services

Planning and Building Department

2850 Fairlane Court,  
Placerville, CA 95667

924 B Emerald Bay Road  
South Lake Tahoe, CA 96150  
530.573.7904

[melanie.shasha@edcgov.us](mailto:melanie.shasha@edcgov.us)

----- Forwarded message -----

From: <jimgallego@gallegoconsulting.com>

Date: Wed, Aug 14, 2019 at 9:15 AM

Subject: Variance: V18-0005/Chellappan & Notice of Public Hearing on August 21, 2019 (at 3:00PM)

To: <melanie.shasha@edcgov.us>

Cc: Roland and Penny Brecek <RBrecek@aol.com>, Norbert & Judi Witt <nwitt@sbcglobal.net>, <tborge@axioshomes.com>, Gina Di Napoli <ginabrit@aol.com>, Leonard Crawford <lenny@sbcglobal.net>, Kari Ann Gallego <kari@gallegoconsulting.com>

Melanie,

I received a letter from the El Dorado County Planning and Building Department Planning Services Division regarding a Notice of Public Hearing for the zero-foot variance requested by Mr. Satheesh Chellappan (V18-0005/Chellappan). I am emailing you because I know that Mr. Roland Brecek has corresponded with you in the past regarding this issue. Mr. Brecek suggested that I email you as he is my neighbor and we are both Board Members of our road association. After reviewing the Staff Report and Exhibits, I have strong concerns that portions of the report did not fully take into account the impacts of the zero-foot offset and that some of the analysis should be reevaluated due to safety concerns (i.e., Exhibit J Driveway Line of Sight Analysis). In addition, I have concerns about the potential Construction Work Zone / Staging Area based on a zero-foot offset (Exhibit O Project Site Plan).

I have created a report of my concerns (LPV Response to V18-0005 - Chellappan Variance - R1.pdf) and have attached this document to this email. This report explains my safety concerns regarding the Driveway Line of Sight Analysis. I feel that this analysis is faulty because the vehicle was facing forward and was approximately four feet onto Guadalupe Drive for the study. The analysis should have placed the car at the very minimum at the edge of pavement and the analysis should have performed this analysis with the vehicle backing out of the steep driveway.

Also, I have attached "marked up" portions of Exhibit J (Driveway Line of Sight Analysis) and Exhibit O (Project Site Plan) with additional comments regarding the impacts of the zero-foot offset. These marked up drawings are for your information and for the record. In addition, I have attached a Road Evaluation created by ACE Quality Control documenting the condition of Guadalupe Drive within the Lake Pointe View neighborhood. This Road Evaluation details the substandard condition of this portion of Guadalupe Drive.

Based on this email and my attached report, I would like to request a formal response to my concerns addressed in this report. Also, I would like to know if it is possible to schedule a meeting this Friday morning to discuss this report with you. Do you have time his Friday morning to meet and discuss this report?

If you have any questions, please feel free to contact me via telephone or by email.

Thank you,

Jim Gallego

**James A Gallego**  
Gallego Consulting Services, Inc.  
President

(916) 302-1044 Mobile  
jimgallego@gallegoconsulting.com  
PO Box 5481  
El Dorado Hills, CA 95762  
<http://www.p6expert.com>

#### 5 attachments

-  **Lake Pointe View Guadalupe Drive - Road Evaluation.pdf**  
198K
-  **James A Gallego.vcf**  
2K
-  **Exhibit J from V18-0005 Staff Report Exhibits A-O - 11x17 RFS - GCS - SSD.pdf**  
684K
-  **Exhibit O from V18-0005 Staff Report Exhibits A-O - 11x17 RFS - GCS - Construction Work Zone.pdf**  
1707K
-  **LPV Response to V18-0005 - Chellappan Variance - R1.pdf**  
1555K

Per your request, here's a summary of our findings.

**FINDINGS SUMMARY:**

LOCATION 1: 3" Asphalt Concrete / 6 ½" Aggregate Base / subgrade soil - red-brown, silty sand with variable gravel (Unified Soil Classification: SM)

LOCATION 2: 2¾" Asphalt Concrete / 2 ½" Aggregate Base / subgrade soil - red-brown, silty sand with variable gravel (Unified Soil Classification: SM)

It is our opinion that the road structural section found in the core at location 1 is capable of supporting light to moderate vehicular traffic (e.g., weekly garbage truck) and at location 2 only very light vehicular traffic (this location does not meet the current structural section of 2" AC / 6" AB).

Respectfully Submitted,



**Ed Hendrick, PE, GE, PG, CEG**  
Principal Geotechnical Engineer/Engineering Geologist  
**ACE Quality Control**

p. [\(+1\) 916.742.5096](tel:+19167425096) Ext. 302

p. [\(+1\) 916-786-5262](tel:+19167865262) (Alt.)

m. [\(+1\) 916.300.6754](tel:+19163006754)

a. [1830 Vernon Street, Suite 7, Roseville, CA 95678](https://www.google.com/maps/place/1830+Vernon+Street,+Suite+7,+Roseville,+CA+95678)

e. [Ed.Hendrick@ACEqc.com](mailto:Ed.Hendrick@ACEqc.com)

w. [www.ACEqc.com](http://www.ACEqc.com)

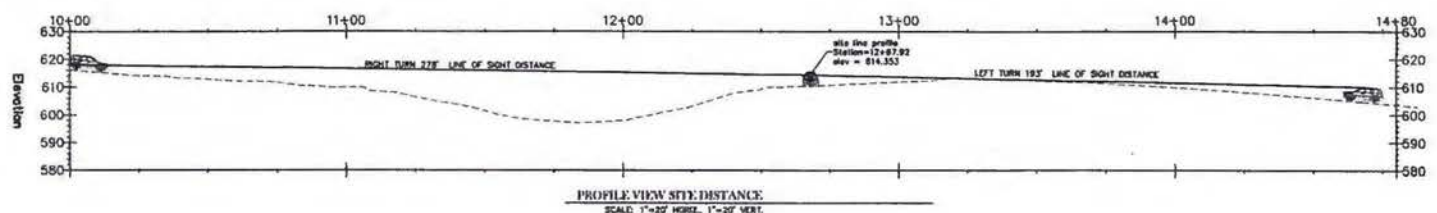
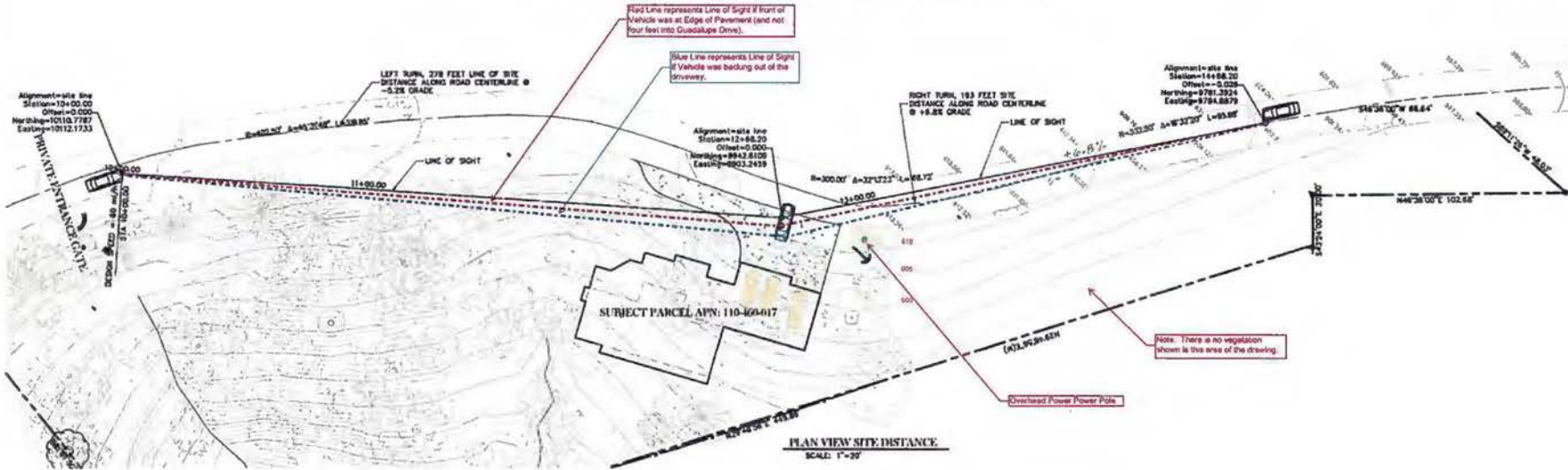
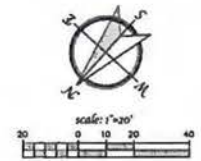


**Geotechnical & Geological Engineering | Environmental Assessments  
Special Inspections | Field and Laboratory Materials Testing  
CQC Managers | Quality Control | Code Compliance | Consulting  
Roseville | Redding | Yreka | Sunnyvale (Northern California)**

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**SIGHT DISTANCE EXHIBIT MAP FOR:  
 PARCEL A OF 22 PM 49  
 APN: 110-460-017-000  
 GUADALUPE DRIVE  
 EL DORADO COUNTY, CA 95762**



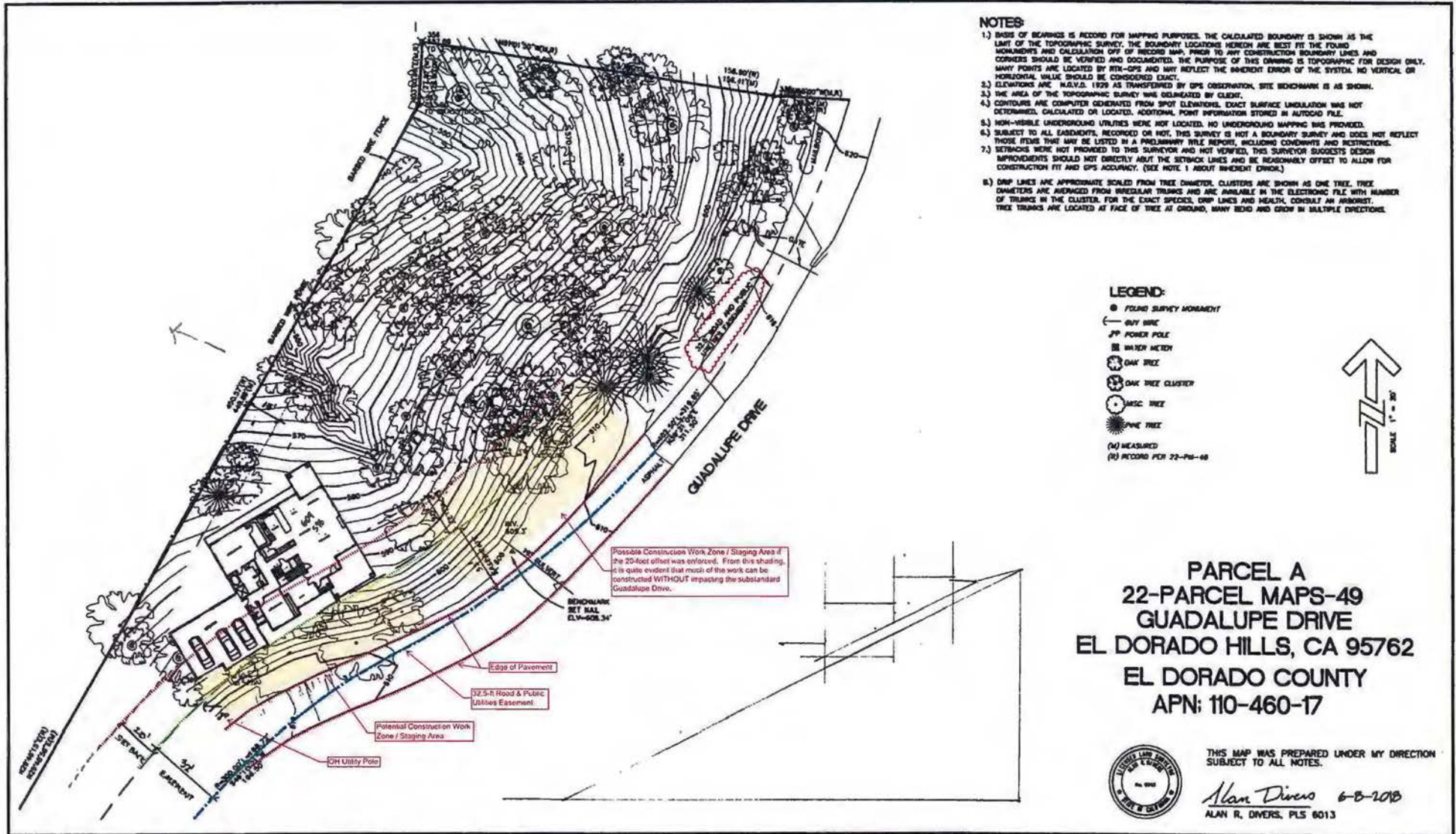
EXISTING SITE DISTANCE  
 EXHIBIT  
 GUADALUPE DRIVE  
 APRIL 30, 2019

**TOPOGRAPHIC SURVEY**  
 TOPOGRAPHIC SURVEY HAS BEEN PROVIDED BY  
 ALAN DIVERS DATED 4/7/2019 AND ADDITIONAL  
 ROADWAY CENTERLINE GRADES WERE PROVIDED BY  
 TSD ENGINEERING SURVEYING 4/15/2019.

**V18-0005 EXHIBIT J - DRIVEWAY LINE OF SIGHT ANALYSIS**

**TSD ENGINEERING, INC.**  
 respect matter.  
 785 Orchard Drive, Suite #110  
 Folsom, CA 95630  
 Phone: (916) 608-0707  
 Fax: (916) 608-0701

# V18-0005 EXHIBIT O - PROJECT SITE PLAN



DATE: 6-8-2018  
 SCALE: 1"=20'  
 JOB NUMBER: 18-42  
 DWG NAME: TOPO

**Alan R. Divers, PLS**  
 Land Surveying  
 1010 CAMERADO DR. #101 CAMERON PARK  
 CA. 95882 (530) 642-1755

**TOPOGRAPHIC SURVEY**  
**FOR**  
**SATHEESH CHELLAPPAN**

SHEET  
 1  
 OF  
 1

V18-0005

## Response to V18-0005/Chellappan Variance

### Background

#### Guadalupe Drive within the Lake Pointe View Neighborhood

The Lake Pointe View neighborhood encompasses the private road from the gate just west of the El Dorado County road maintenance marker and is solely maintained by the homeowners of this neighborhood. Over the past few months, the LPV neighborhood has learned of the zero-foot setback requested by Mr. Satheesh Chellappan and would like to provide these responses to the Staff Report generated by the El Dorado County Planning and Building Department Zoning Administrator (dated August 21, 2019).

### Site Information

File Number: V18-0005/Chellappan Variance

Applicant/Property Owner: Satheesh Chellappan

Request: A Variance request to reduce the required 20-foot front yard setback from the edge of the 32-foot wide road and public utilities easement for Guadalupe Drive to zero feet to allow for development of a single-family residence and attached garage.

Location: North side of Guadalupe Drive, approximately 400 feet south of the intersection with Francisco Drive, in the El Dorado Hills area, Supervisorial District 1. (Exhibits A, B & C)

APN: 110-460-017

Acreage: 1.46 Acres

### Neighborhood Considerations

The Lake Pointe View (LPV) neighborhood would like to address at least two areas of concern including: damage to the existing roadway due to the Construction Work Zone / Staging Area, and the calculation of a safe and conservative Stopping Site Distance (Exhibit J) between the rural roadway and the proposed driveway.

### Staff Report Responses

#### Construction Work Zone / Staging Area Impacts if Variance Granted

The existing road within the Lake Pointe View neighborhood was not constructed to normal county standards. The roadway structural section of the Guadalupe Drive – within the Lake Pointe View neighborhood – varies between two to six inches of aggregate subbase and between two to three inches of asphalt and slurry seal coats. In addition, the width of the roadway is approximately 19 feet with very narrow aggregate shoulders. Guadalupe Drive – within the limits of the LPV neighborhood – is very weathered and in need of repair. It is because of these substandard conditions that the LPV neighborhood is concerned that if this variance is granted, the Construction Work Zone / Staging Area will cause extensive damage to the existing roadway.

It should be noted that because the centerline of the existing roadway does not follow the alignment of the 32.5-ft Road and Public Utilities Easement, there are instances where the distance between the edge of pavement and the limits of the zero foot setback is less than 32.5-ft easement (See Figure 1). Because the edge of pavement is much closer to the proposed zero-foot setback, the future contractor's Construction Work Zone / Staging Area will be significantly reduced such that there is a high potential that the work will damage the existing roadway.

Note: Mr. Satheesh Chellappan has refused to join the Lake Pointe View Road Owners Association and thus will not be contributing to the annual dues that are fairly paid by each homeowner for road repairs. Since Mr. Chellappan will not be paying dues for road repairs, he should be obligated to repair the entire width of the roadway within his right of way limits after the completion of the construction phase of this project.

In the figure below, the it is quite clear to see that the northern edge of pavement is extremely close to the edge of the 32.5-ft easement. The limited Construction Wok Zone / Staging Area has a high potential to damage Guadalupe Drive within these limits. In addition, this limited work zone has a high potential to block the roadway and cause potential safety issues due to the blind corner west of the work zone.

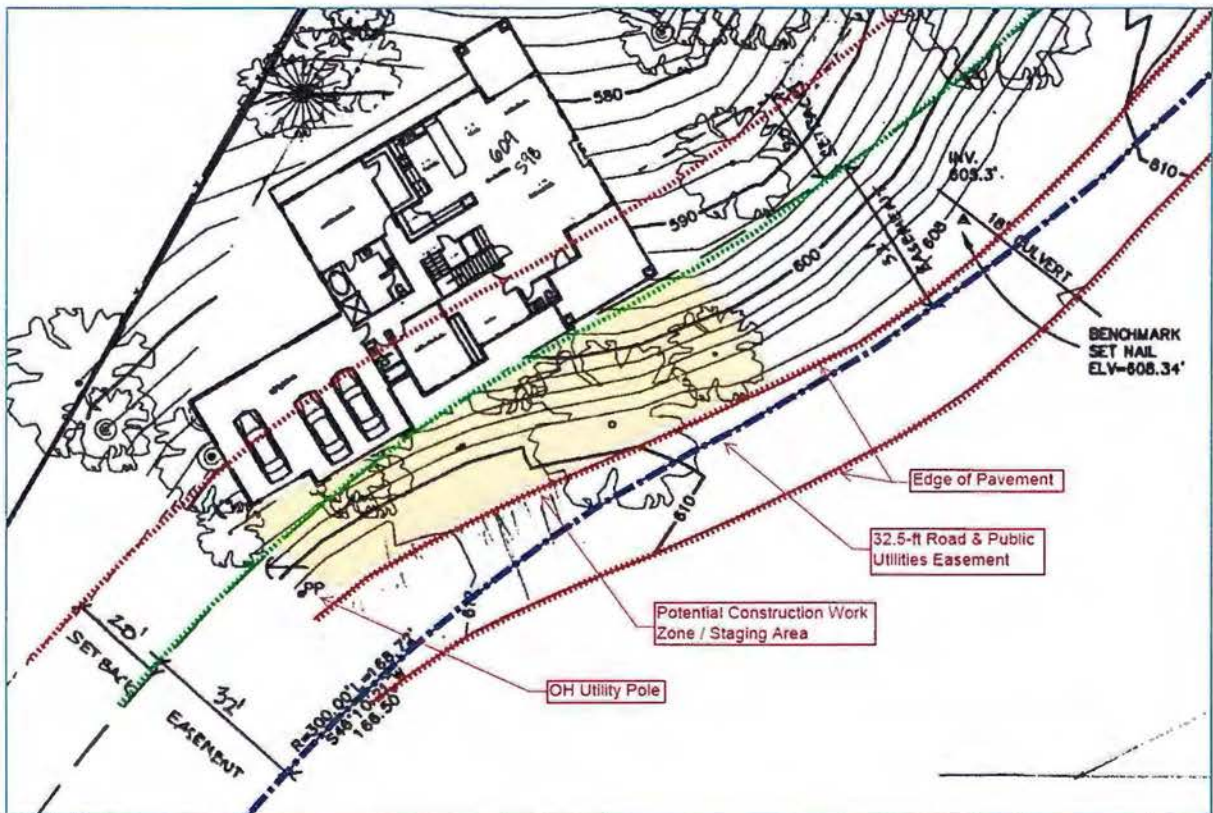


Figure 1 - Portion of Exhibit O - Color Coded to show limited Construction Work Zone

In conclusion, it is the position of the Lake Pointe View neighborhood that this variance should not be granted because of the high potential for damage to the existing roadway. Also, if the variance is

granted, it is the position of the LPV neighborhood that Mr. Chellappan should be responsible for repairs of the entire roadway width within his right of way limits. Also, Mr. Chellappan should be responsible for traffic control measures to ensure the safety of all residents.

**Determination of Stopping Sight Distance**

After a review of the calculation of Stopping Site Distances, it appears as if the methods used by TSD Engineering differ for those required by other jurisdictions. The Lake Pointe View neighborhood would like to address the following issues:

- Location of automobile in assumed driveway.
- Lack of consideration for slope of proposed driveway.
- Assumption that vehicle will always be driving forward out of driveway (no analysis was made to determine what would happen if the car was backing out of a steep driveway onto Guadalupe Drive.)
- Lack of consideration of the horizontal and vertical curves of the roadway.

The Figure 2 (below) was captured from the WSDOT Design Manual (Chapter 1340) and addresses driveway sight distances. Although this guide was for driveways adjacent to “highways”, it does account to speed limits as low as 25-mph. From this guide, it notes that the automobile in the driveway should be 18-ft from the edge of pavement, and if the 18-ft setback could not be achieved, to “obtain as much as practicable, down to a 10-foot minimum.”

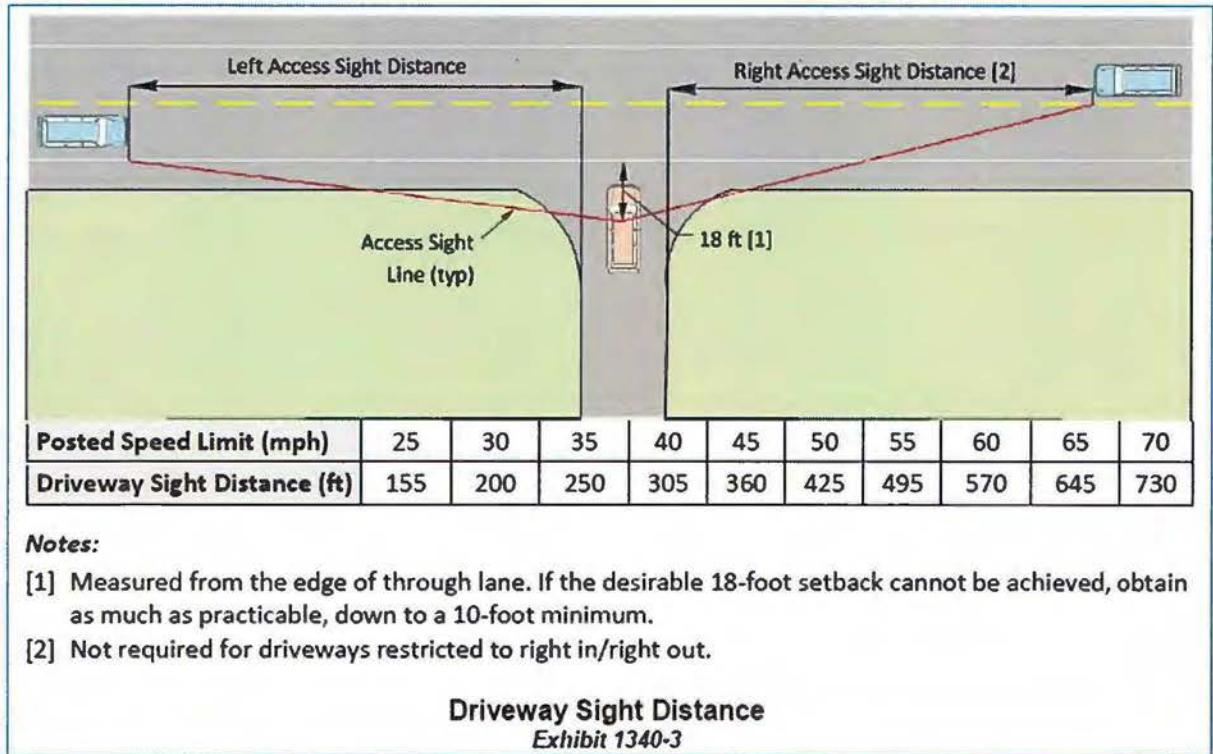


Figure 2 - Driveway Sight Distance Considerations.



In Figure 3 (below) a portion of Exhibit J is shown. From this figure, it is clear that the vehicle is approximately four feet into the roadway when determining a "Line of Sight". Also, if the front of the vehicle were "pushed back" to the edge of pavement, it's clear that due to the steepness of the existing ground, the proposed driveway may not be a level for the entire length of the vehicle and that the driver's vision may be obstructed by vegetation and the overhead power pole (color coded in green) adjacent to the roadway.

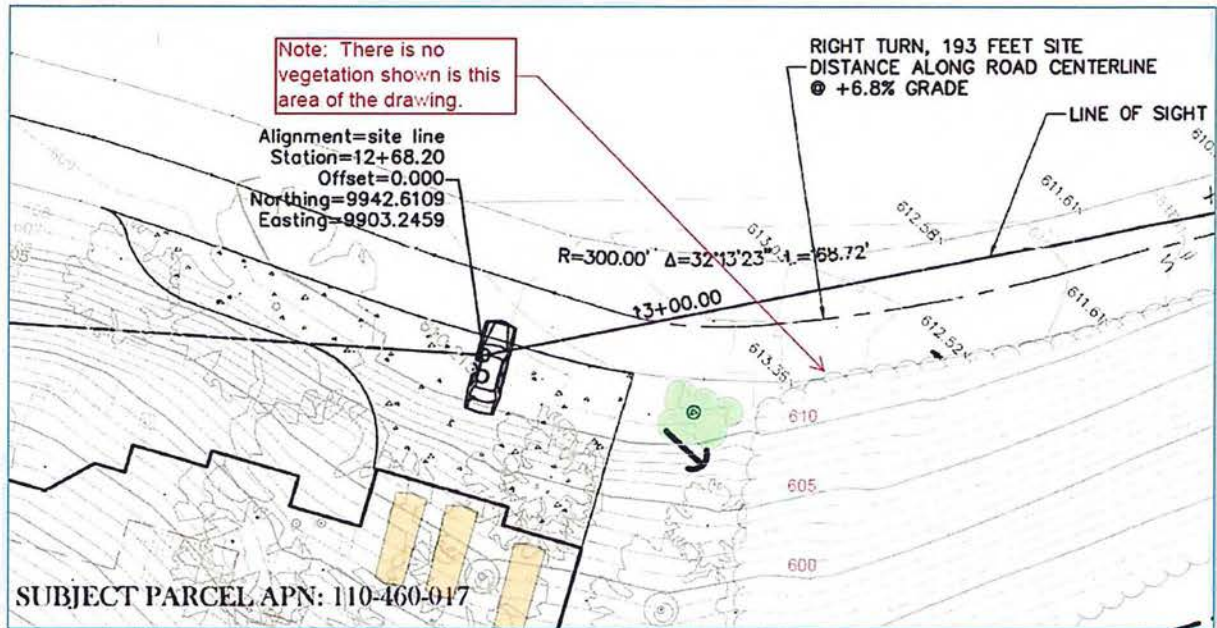


Figure 3 - Automobile is approximately four feet into Guadalupe Drive for this analysis.

Furthermore, from the analysis in Exhibit J, there was no mention of what the "line of sight" would be if the vehicle were to back out of the driveway and onto Guadalupe Drive. It does not seem prudent (or safe) to assume that vehicle will always drive forward out of the driveway and onto Guadalupe Drive. It seems as if a conservative approach would be to perform the analysis with a vehicle backing out of a steep driveway from the garage bay furthest from the uphill approach (west of proposed site).

Note: As there are no building plans yet available for this project, there is no way to know exactly how steep the future driveway will be and its exact location relative Guadalupe Drive. In Figure 3, the vehicle is at an approximate elevation of 612 feet, while the existing ground elevation of the western corner of the garage is approximately 603 feet. So, there is a difference of nine feet between the existing ground and the location of the vehicle in this analysis.

In Exhibit J, the analysis notes that the proposed driveway would have an adequate sight distance based on "DOT figure 201.2", and that the driveway would have "safe stopping sight distances of 100 feet for a left turn and 225 feet for a right turn". Again, this analysis does not appear to take into consideration the steepness of the proposed driveway, or if the vehicle were backing out of the driveway and onto Guadalupe Drive.

In Figure 4, the location of the vehicle (as shown in light blue) was adjusted so that it was not four feet into Guadalupe Drive. The red line represents what the "Line of Sight" would be if the vehicle was driving forward out of the proposed driveway. From this scenario, it is apparent that the line of sight could be obstructed by the slope of a steep driveway. In the second scenario, the blue line represents a vehicle backing out of the driveway onto Guadalupe Drive. Again, from this scenario, it is apparent that the line of sight could be severely obstructed by the slope of a steep driveway and possible the horizontal and vertical curves of the roadway. Note: The Left Turn alignments of the red and blue lines seem to be partially obstructed by existing trees. This portion of the drawing was not shown for brevity purposes.

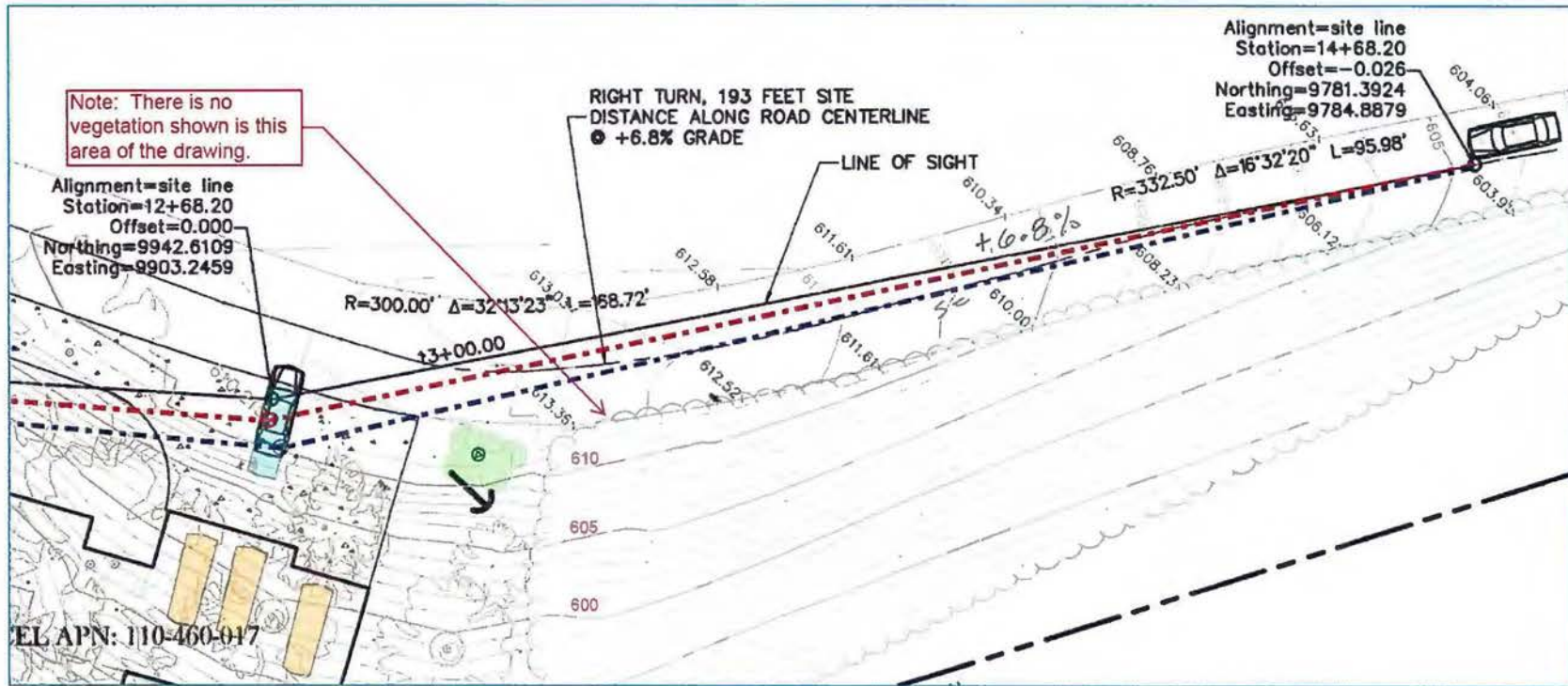


Figure 4 - What If Examples of Vehicle Location and Right Turn Sight Distances

Based on these concerns, the Lake Pointe View neighborhood would like further analysis of a safe Stopping Sight Distance based on a vehicle driving forwards and backwards from the driveway onto Guadalupe Drive and for this analysis to consider the steepness of the proposed driveway.

ZA 8-21-2019  
Item # 5.a.

Planning Department &lt;planning@edcgov.us&gt;

(10 pages)

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(at 3:00PM)**

1 message

jimgallego@gallegoconsulting.com &lt;jimgallego@gallegoconsulting.com&gt;

Wed, Aug 14, 2019 at 9:31 AM

To: Planning &amp; Building Department &lt;planning@edcgov.us&gt;

Cc: Roland and Penny Brecek &lt;RBrecek@aol.com&gt;, Leonard Crawford &lt;lenny@sbcglobal.net&gt;, Gina Di Napoli &lt;ginabrit@aol.com&gt;, Kari Ann Gallego &lt;kari@gallegoconsulting.com&gt;, tborge@axioshomes.com, Melanie Shasha &lt;melanie.shasha@edcgov.us&gt;

To whom it may concern,

I received a letter from the El Dorado County Planning and Building Department Planning Services Division regarding a Notice of Public Hearing for the zero-foot variance requested by Mr. Satheesh Chellappan (V18-0005/Chellappan). The notice states that individuals wishing to "be heard" must provide written correspondence prior to the public hearing. Please consider this email to be my request to be heard at the August 21<sup>st</sup> Public Hearing for the zero-foot variance (V18-0005/Chellappan).

I have attached a report (created by me) that documents my concerns about the zero-foot variance and how this variance would negatively impact the Lake Pointe View neighborhood. I would like to address these concerns at the hearing.

If you have any questions, please feel free to contact me via telephone or by email.

Thank you,

Jim Gallego

**James A Gallego**Gallego Consulting Services, Inc.  
President

(916) 302-1044 Mobile

jimgallego@gallegoconsulting.com

PO Box 5481

El Dorado Hills, CA 95762

<http://www.p6expert.com>**5 attachments** **James A Gallego.vcf**  
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684K



**Exhibit O from V18-0005 Staff Report Exhibits A-O - 11x17 RFS - GCS - Construction Work Zone.pdf**

1707K



**Lake Pointe View Guadalupe Drive - Road Evaluation.pdf**

198K

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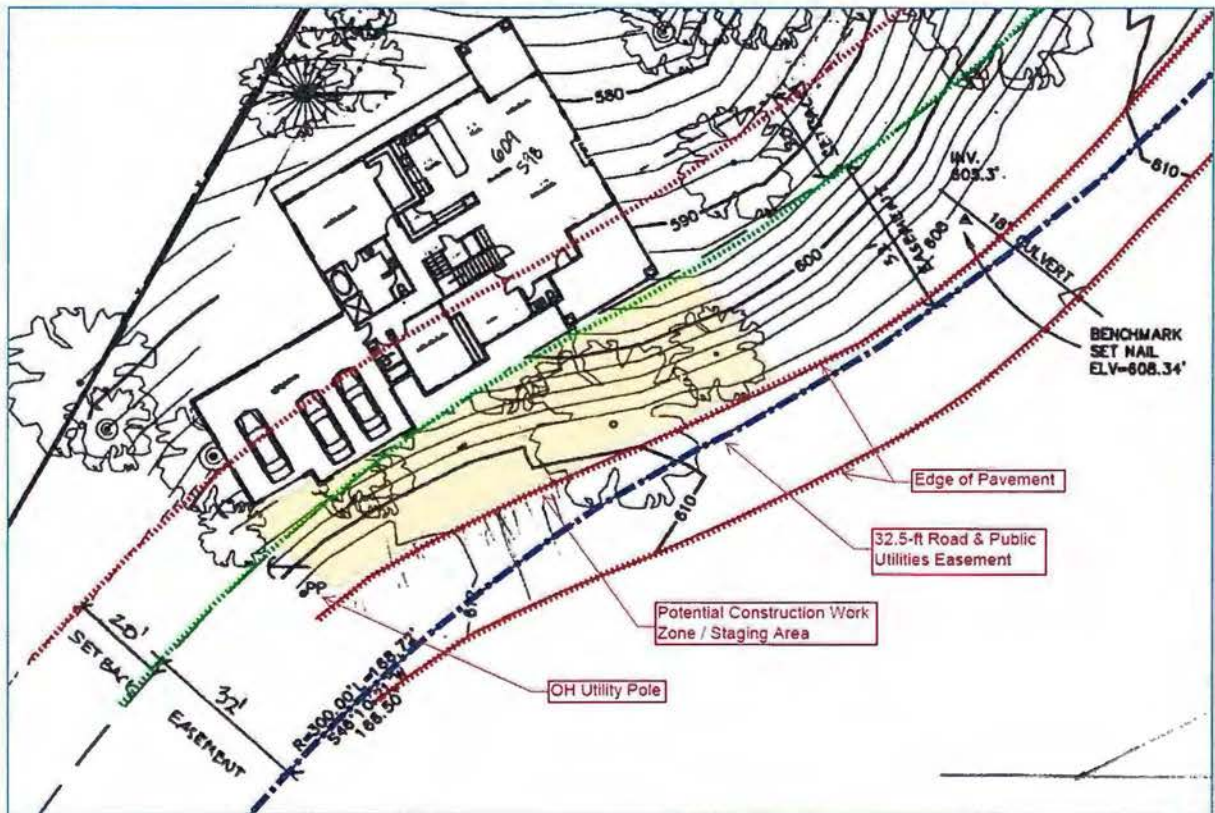


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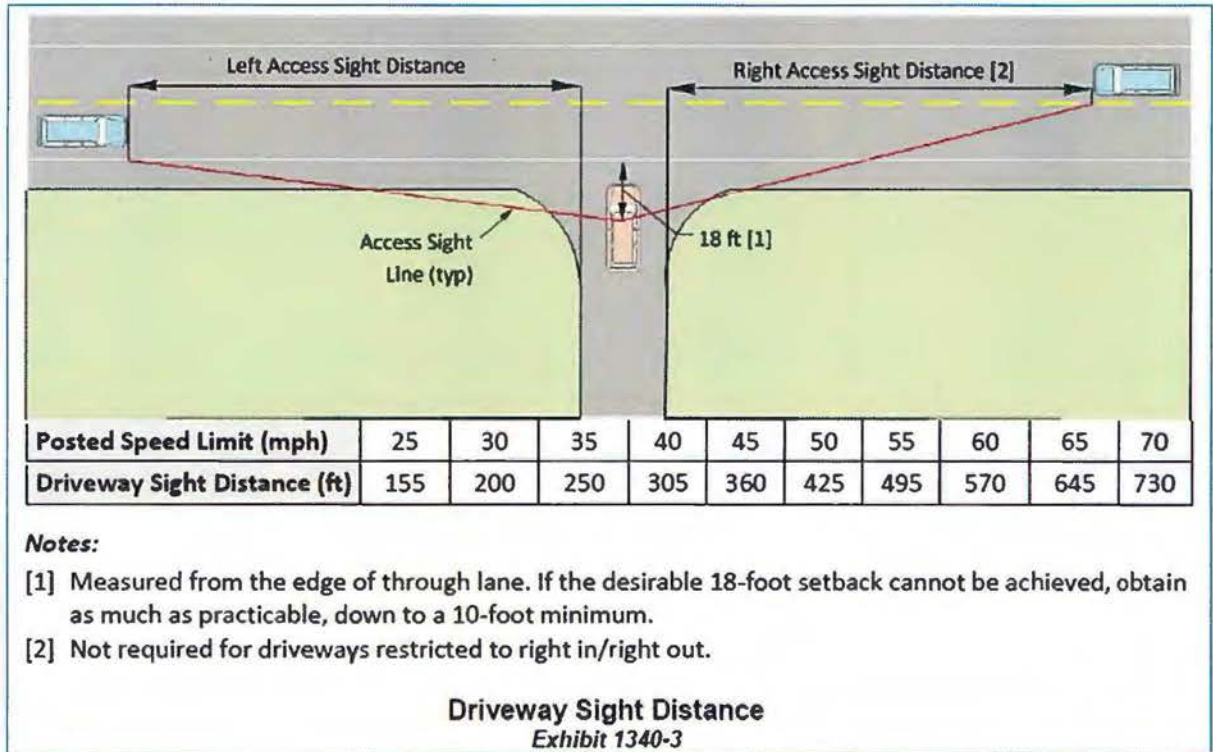


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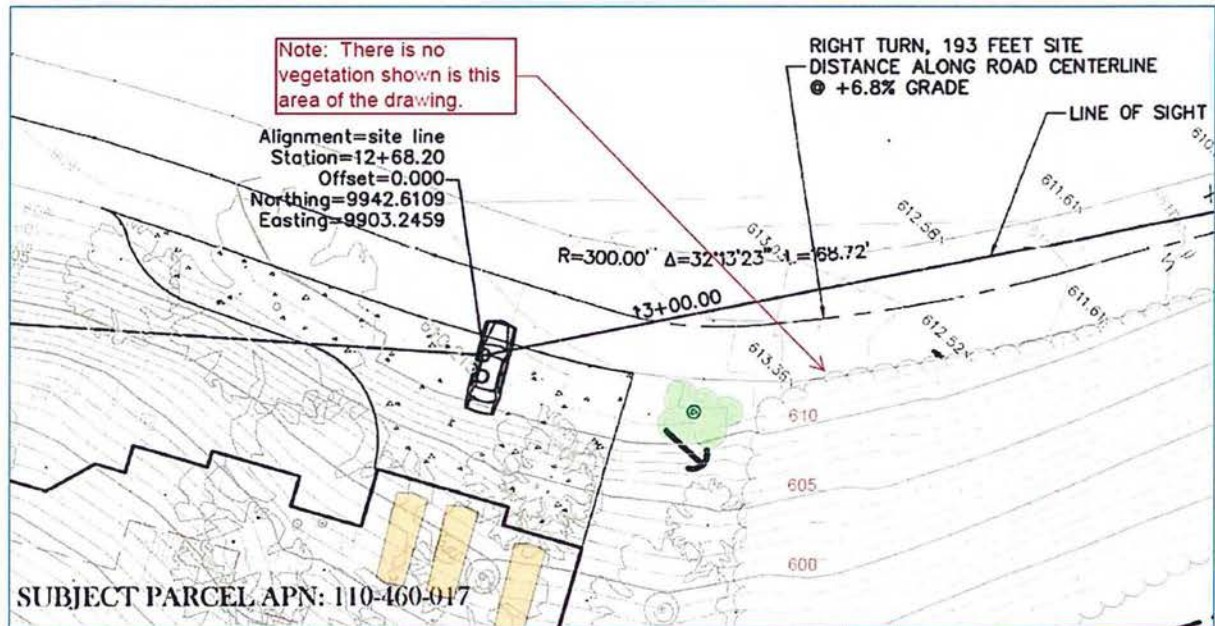


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Note: As there are no building plans yet available for this project, there is no way to know exactly how steep the future driveway will be and its exact location relative Guadalupe Drive. In Figure 3, the vehicle is at an approximate elevation of 612 feet, while the existing ground elevation of the western corner of the garage is approximately 603 feet. So, there is a difference of nine feet between the existing ground and the location of the vehicle in this analysis.

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In Figure 4, the location of the vehicle (as shown in light blue) was adjusted so that it was not four feet into Guadalupe Drive. The red line represents what the "Line of Sight" would be if the vehicle was driving forward out of the proposed driveway. From this scenario, it is apparent that the line of sight could be obstructed by the slope of a steep driveway. In the second scenario, the blue line represents a vehicle backing out of the driveway onto Guadalupe Drive. Again, from this scenario, it is apparent that the line of sight could be severely obstructed by the slope of a steep driveway and possible the horizontal and vertical curves of the roadway. Note: The Left Turn alignments of the red and blue lines seem to be partially obstructed by existing trees. This portion of the drawing was not shown for brevity purposes.

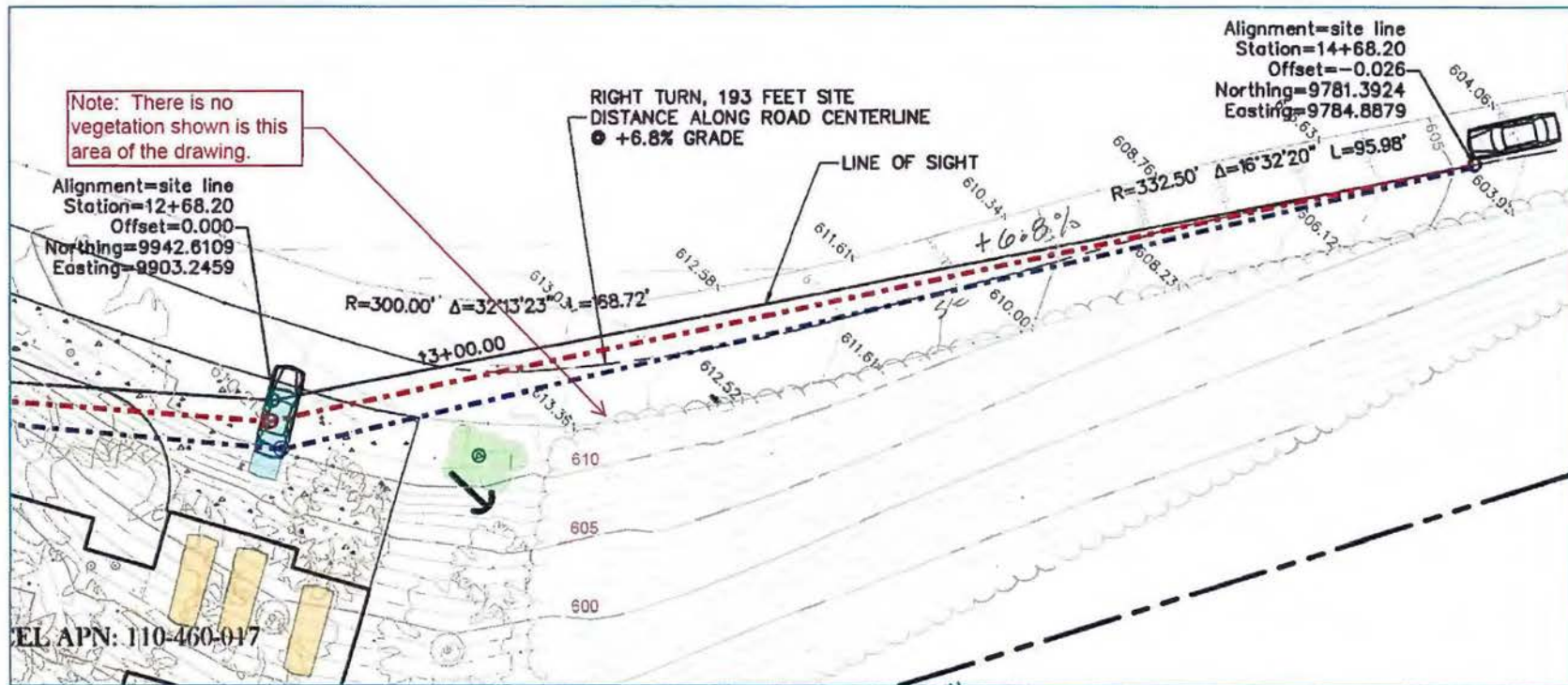
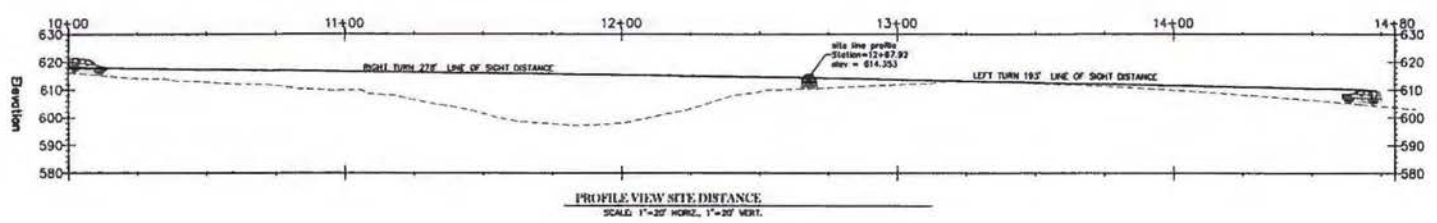
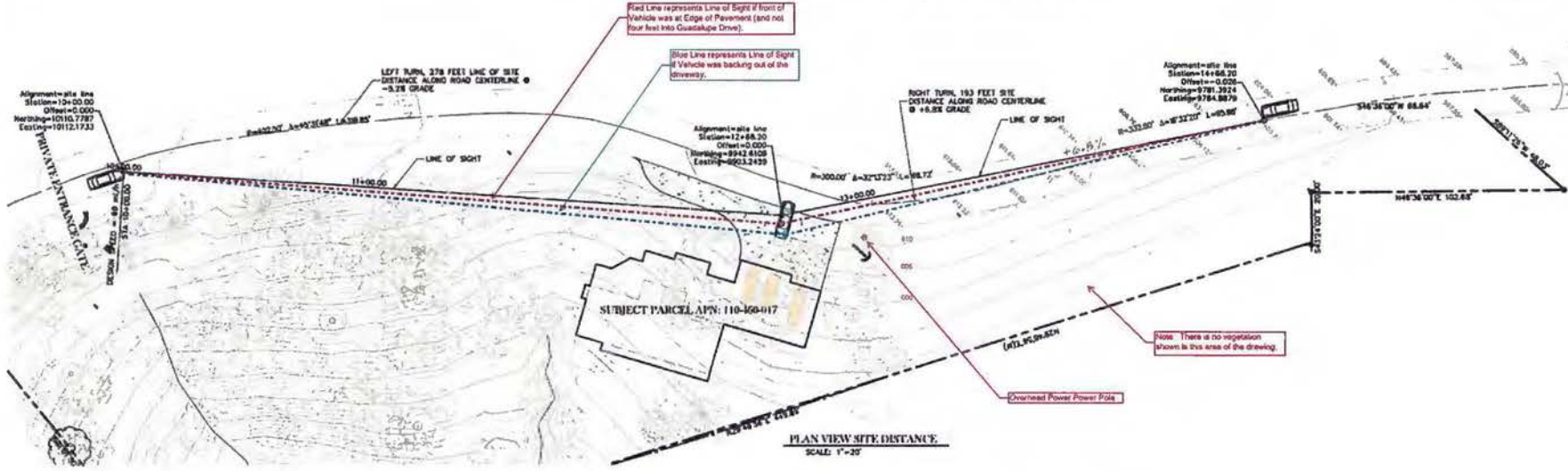
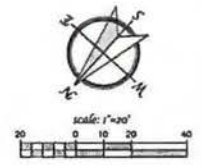


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Based on these concerns, the Lake Pointe View neighborhood would like further analysis of a safe Stopping Sight Distance based on a vehicle driving forwards and backwards from the driveway onto Guadalupe Drive and for this analysis to consider the steepness of the proposed driveway.

**SIGHT DISTANCE EXHIBIT MAP FOR:  
 PARCEL A OF 22 PM 49  
 APN: 110-460-017-000  
 GUADALUPE DRIVE  
 EL DORADO COUNTY, CA 95762**



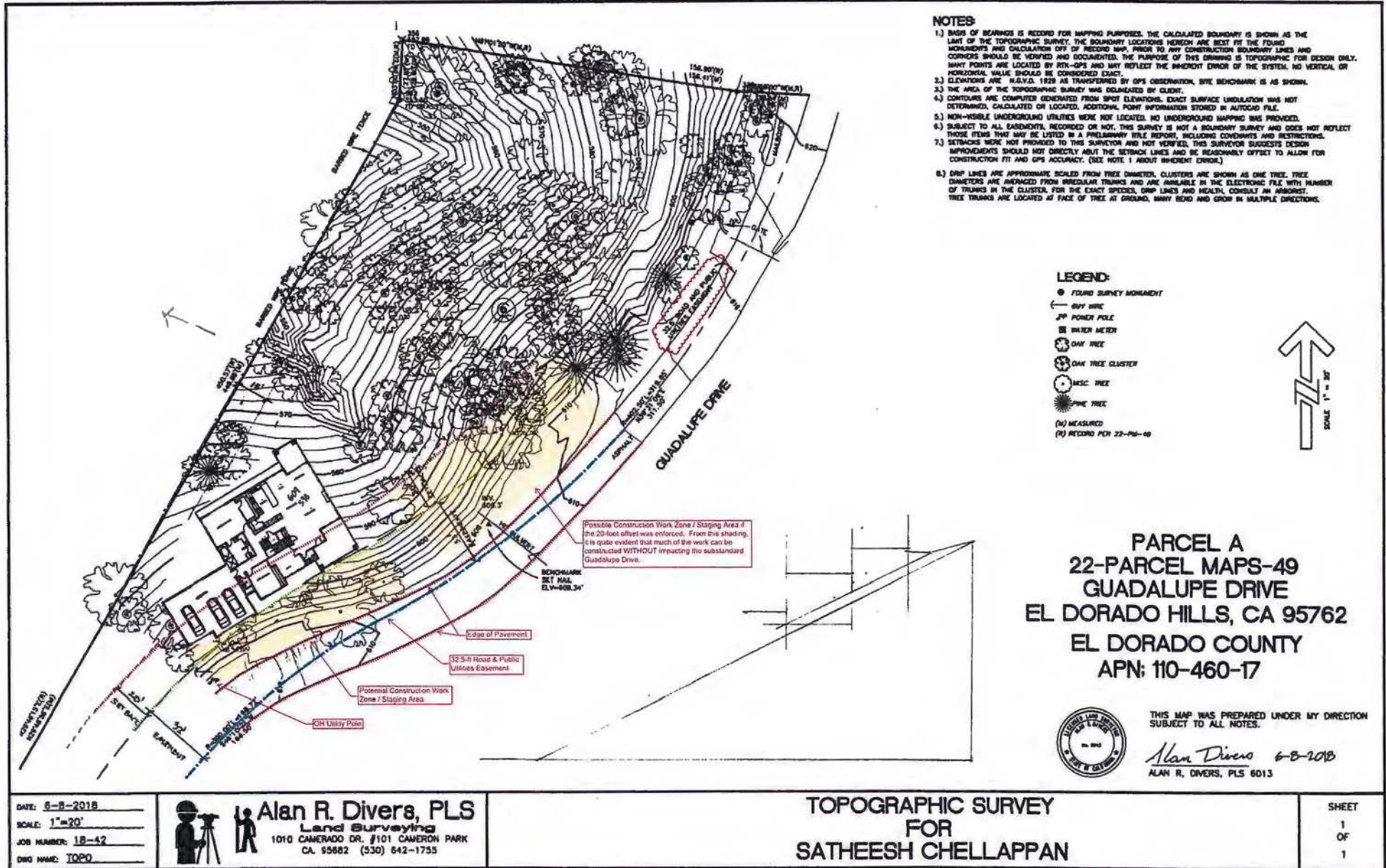
EXISTING SITE DISTANCE  
 EXHIBIT  
 GUADALUPE DRIVE  
 APRIL 30, 2019

**TOPOGRAPHIC SURVEY**  
 TOPOGRAPHIC SURVEY HAS BEEN PROVIDED BY  
 ALAN DIVERS DATED 4/30/2019 AND ADDITIONAL  
 ROADWAY CENTERLINE GRADINGS WERE PROVIDED BY  
 TSD ENGINEERING SURVEYING 4/13/2019.

**V18-0005 EXHIBIT J - DRIVEWAY LINE OF SIGHT ANALYSIS**

**TSD ENGINEERING, INC.**  
 785 Orchard Drive, Suite #110  
 Folsom, CA 95630  
 Phone: (916) 808-0707  
 Fax: (916) 608-0701

# V18-0005 EXHIBIT O - PROJECT SITE PLAN



### NOTES

- 1.) BASIS OF BEARINGS IS RECORD FOR MAPPING PURPOSES. THE CALCULATED BOUNDARY IS SHOWN AS THE LIMIT OF THE TOPOGRAPHIC SURVEY. THE BOUNDARY LOCATIONS HEREON ARE BEST FIT THE FOUND MONUMENTS AND CALCULATION OFF OF RECORD MAP. PRIOR TO ANY CONSTRUCTION BOUNDARY LINES AND CORNERS SHOULD BE VERIFIED AND DOCUMENTED. THE PURPOSE OF THIS DRAWING IS TOPOGRAPHIC FOR DESIGN ONLY. BAWY POINTS ARE LOCATED BY RTK-GPS AND MAY REFLECT THE INHERENT ERROR OF THE SYSTEM. NO VERTICAL OR HORIZONTAL VALUE SHOULD BE CONSIDERED EXACT.
- 2.) ELEVATIONS ARE N.A.S.D. 1929 AS TRANSFERRED BY GPS OBSERVATION. SITE BENCHMARK IS AS SHOWN.
- 3.) THE AREA OF THE TOPOGRAPHIC SURVEY WAS DELINEATED BY CLIENT.
- 4.) CONTOURS ARE COMPUTER GENERATED FROM SPOT ELEVATIONS. EXACT SURFACE UNDULATION WAS NOT DETERMINED, CALCULATED OR LOCATED. ADDITIONAL POINT INFORMATION STORED IN AUTOCAD FILE.
- 5.) NON-VISIBLE UNDERGROUND UTILITIES WERE NOT LOCATED. NO UNDERGROUND MAPPING WAS PROVIDED.
- 6.) SUBJECT TO ALL EASEMENTS, RECORDED OR NOT, THIS SURVEY IS NOT A BOUNDARY SURVEY AND DOES NOT REFLECT THOSE ITEMS THAT MAY BE LISTED IN A PRELIMINARY TITLE REPORT, INCLUDING EASEMENTS AND RESTRICTIONS.
- 7.) SETBACKS WERE NOT PROVIDED TO THIS SURVEYOR AND NOT VERIFIED. THIS SURVEYOR SUGGESTS DESIGN IMPROVEMENTS SHOULD NOT DIRECTLY ADJUT THE SETBACK LINES AND BE REASONABLY OFFSET TO ALLOW FOR CONSTRUCTION FIT AND GPS ACCURACY. (SEE NOTE 1 ABOUT INHERENT ERROR.)
- 8.) DRP LINES ARE APPROXIMATE SCALED FROM TREE DIAMETER. CLUSTERS ARE SHOWN AS ONE TREE. TREE DIAMETERS ARE AVERAGED FROM IRREGULAR TRUNKS AND ARE AVAILABLE IN THE ELECTRONIC FILE WITH NUMBER OF TRUNKS IN THE CLUSTERS. FOR THE EXACT SPICES, DRP LINES AND HEALTH, CONSULT AN ARBORIST. TREE TRUNKS ARE LOCATED AT FACE OF TREE AS GROUND, MANY TRUNK AND GROW IN MULTIPLE DIRECTIONS.

### LEGEND:

- FOUND SURVEY MONUMENT
- SURF WIRE
- PP POWER POLE
- ≡ WATER METER
- OAK TREE
- ⊗ OAK TREE CLUSTER
- MISC. TREE
- ⊗ PINE TREE
- (M) MEASURED
- (R) RECORD PER 22-PG-49



**PARCEL A**  
**22-PARCEL MAPS-49**  
**GUADALUPE DRIVE**  
**EL DORADO HILLS, CA 95762**  
**EL DORADO COUNTY**  
**APN: 110-460-17**



THIS MAP WAS PREPARED UNDER MY DIRECTION SUBJECT TO ALL NOTES.

*Alan Divers* 6-8-2018  
 ALAN R. DIVERS, PLS 6013

DATE: 6-8-2018  
 SCALE: 1"=20'  
 JOB NUMBER: 18-42  
 DWG NAME: TOPO



**Alan R. Divers, PLS**  
**Land Surveying**  
 1010 CAMERADO DR. #101 CAMERON PARK  
 CA. 95682 (530) 642-1755

**TOPOGRAPHIC SURVEY**  
**FOR**  
**SATHEESH CHELLAPPAN**

SHEET  
 1  
 OF  
 1

V18-0005

Per your request, here's a summary of our findings.

**FINDINGS SUMMARY:**

LOCATION 1: 3" Asphalt Concrete / 6 1/2" Aggregate Base / subgrade soil - red-brown, silty sand with variable gravel (Unified Soil Classification: SM)

LOCATION 2: 2 3/4" Asphalt Concrete / 2 1/2" Aggregate Base / subgrade soil - red-brown, silty sand with variable gravel (Unified Soil Classification: SM)

It is our opinion that the road structural section found in the core at location 1 is capable of supporting light to moderate vehicular traffic (e.g., weekly garbage truck) and at location 2 only very light vehicular traffic (this location does not meet the current structural section of 2" AC / 6" AB).

Respectfully Submitted,



**Ed Hendrick, PE, GE, PG, CEG**  
Principal Geotechnical Engineer/Engineering Geologist  
**ACE Quality Control**

p. [\(+1\) 916.742.5096 Ext. 302](tel:+19167425096)

p. [\(+1\) 916-786-5262 \(Alt.\)](tel:+19167865262)

m. [\(+1\) 916.300.6754](tel:+19163006754)

a. [1830 Vernon Street, Suite 7, Roseville, CA 95678](https://www.google.com/maps/place/1830+Vernon+Street,+Suite+7,+Roseville,+CA+95678)

e. [Ed.Hendrick@ACEqc.com](mailto:Ed.Hendrick@ACEqc.com)

w. [www.ACEqc.com](http://www.ACEqc.com)



**Geotechnical & Geological Engineering | Environmental Assessments  
Special Inspections | Field and Laboratory Materials Testing  
CQC Managers | Quality Control | Code Compliance | Consulting  
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ZA 8-21-2019  
Item #5.a.  
(6 pages)

Planning Department &lt;planning@edcgov.us&gt;

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**Variance V18-0005/Chellappan hearing documents**

1 message

**rbrecek@aol.com** <rbrecek@aol.com>

Wed, Aug 14, 2019 at 3:15 PM

To: melanie.shasha@edcgov.us, charlene.tim@edcgov.us, tom.purciel@edcgov.us, planning@edcgov.us

Cc: nswift@sbcglobal.net, lenny@sbcglobal.net, tborge@axioshomes.com, ginabrit@aol.com, jimgallego@gallegoconsulting.com, kari@gallegoconsulting.com

To Whom it may Concern,

I received a letter from the El Dorado County Planning and Building Department Planning Services Division regarding a Notice of Public Hearing for the zero-foot variance requested by Mr. Satheesh Chellappan (V18-0005/Chellappan). The notice states that individuals wishing to "be heard" must provide written correspondence prior to the public hearing. Please consider this e-mail to be my request to be heard at the August 21<sup>st</sup> Public Hearing for the zero-foot variance (V18-0005/Chellappan).

I have attached a letter and petition that documents my concerns about the zero-foot variance and how this variance would negatively impact the Lake Pointe View neighborhood. I would like to address these concerns at the hearing.

If you have any questions, please feel free to contact me via telephone or by email.

Thank you,

Roland Brecek  
Lake Pointe View Road Owner's Association  
916-752-7369

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**2 attachments** **C:\Users\Roland\Desktop\Chellappan Variance V18-0005 response.pdf**  
1248K **C:\Users\Roland\Desktop\Objection to the El Dorado County Variance Application V-18-0005.pdf**  
1704K

Lake Pointe View Road Owner's Association  
81 Guadalupe Drive  
El Dorado Hills, CA 95762  
916-752-7369

August 14, 2019

To Whom it May Concern  
Concerning: August 21, 2019 Public Meeting  
File Number: V18-0005/Chellappan Variance  
APN: 110-460-017

A meeting is scheduled to discuss this applicant's (Chellappan family) request to reduce the County required 20-foot front yard setback, for the development of a single family residence and attached garage. I am writing to request that this variance be rejected or that stipulations be placed upon any approval.

Our neighborhood is made up of 29 buildable lots and homes. We have a private, country road that is solely maintained by assessments and by the collective efforts of these homeowners. Each property owner pays an annual assessment to an elected, volunteer Board, that in turn, maintains the entry gate and road. We were taken aback by the Chellappan family efforts to build a home in our neighborhood while insisting that they utilize our privately maintained road and gate for free. To add insult to injury, they wish to situate their home in a location that most property owners in our neighborhood have severe safety concerns about. A petition was signed by the majority of property owners objecting to the location of this home and driveway. It has been submitted to the County previously, and I have attached another copy for your reference. **With safety as a primary consideration, as well as, strong concerns of future neighbors, we request that the Chellappan family variance request be denied.**

**Should the County still decide to move forward with a variance approval, we request that such approval be tied to the Chellappan family becoming members in good standing of our Association.** We have offered membership in our Association and we have offered the Chellappan family free use of our road, if they in turn, agree to build their structure and driveway outside of our gated community. Access to their property would still be through our private road, and it would offer widest part of their property for building purposes. This area is usable, and it would allow for a home to be constructed. It would also allow for a private road or driveway to be built that would allow access to anywhere on their lot, including the current spot where they would like to place their home. They have rejected this proposal, and instead, they want to build within our neighborhood and through our privately installed, and privately maintained, entry gate. To accommodate their wishes, we then offered the Chellappan family membership in our association, but this was rejected as they do not want to pay annual assessments, as every other property owner in our development does.

In addition to the home being placed in a dangerous location, we are very concerned about construction damage to our road and entry gate. I respectfully request that the Chellappan family be held responsible for damage they cause. This is not an unprecedented request. For example, In

2013, a lot split occurred in our subdivision, involving APN 110-460-78. At that time, the Board of Supervisors ruled that the owners would be responsible for paying for any damage caused to the road due to their equipment or building project. *"Any transgressor will be responsible for street repairs, regardless of pre-existing conditions."* **We therefore request, should the variance application be approved that a stipulation be put in place that the Chellappan family reimburse our Association for any damage they may cause.**

Thank you so much for consideration of our neighborhood concerns. I look forward to speaking to these issues at the meeting on August 21.

Sincerely,

A handwritten signature in cursive script, appearing to read "Roland Brecek".

Roland Brecek  
Association President

Attachment

## **Objection to the El Dorado County Variance Application V-18-0005**

**filed 6-18-18**

1. The proposed location of the garage/home is on very narrow private road at a blind curve with a steep cliff on one side and a steep hill on the other side. Normal traffic stays in the middle of the road away from the cliff and hillside. The proposed driveway in front of the garage would force vehicles to back out onto the road causing an extremely dangerous condition. There is no visibility around the dangerous curve.
2. The Variance Application requests reduction of the 15 foot rear setback to the state forest to 5 feet. The Fire Department already told the owner at the TAC meeting that the setback would not be reduced and other conditions of approval might be added. The proposed home is two stories up against a heavily forested state area. Large oak trees on the state property could have branches within a couple of feet of the home.
3. The Variance Application requests significant reduction of the front setback to allow the home to be built with reduced front and rear setback. This is inconsistent with all the other homes in the subdivision.

Petition signed on-line by the following individuals that are impacted by the location of this proposed Variance:

- Rick Dunbar: APN110-460-77; 121 Giotto Way, El Dorado Hills, CA 95762; rcdunbar@yahoo.com; 916-955-0369
- Cheree Dunbar: APN110-460-77; 121 Giotto Way, El Dorado Hills, CA 95762; rcdunbar@yahoo.com; 916-955-2067
- Enzo di Napoli: APN110-460-34; 2 Guadalupe Drive, El Dorado Hills, CA 95762; ginabrit@aol.com; 916-849-4462
- Gina Haynes: APN110-460-34; 2 Guadalupe Drive, El Dorado Hills, CA 95762; ginabrit@aol.com; 916-941-0864
- Sandra Nelson: APN110-460-62; 61 Guadalupe Drive, El Dorado Hills, CA 95762; melson555@hotmail.com; 916-769-3787
- Richard Nelson: APN110-460-62; 61 Guadalupe Drive, El Dorado Hills, CA 95762; melson555@hotmail.com; 916-769-3787
- Thomas Borge: APN110-460-70; 975 Fee Drive (mailing address), Sacramento, CA 95815; tborge@axioshomes.com; 916-417-6276
- Harley Kelsey: APN110-460-28; 30 Guadalupe Drive, El Dorado Hills, CA 95762; harleydonnk@sbcglobal.net; 916-933-3828
- Donn Kelsey: APN110-460-28; 30 Guadalupe Drive, El Dorado Hills, CA 95762; harleydonnk@sbcglobal.net; 916-933-3828



- Vickie Brownstein: APN110-460-33; 14 Guadalupe Drive; El Dorado Hills, CA 95762; vbrownstein@myrescuesd.org; 916-835-8983
- Brian Machtolff: APN110-460-33; 14 Guadalupe Drive; El Dorado Hills, CA 95762; brian.vic@comcast.net; 916-835-8983
- Veda Das: APN110-460-75; 10 Guadalupe Drive, El Dorado Hills, CA 95762; vedagdas@gmail.com; 806-866-3789
- Teresa Genis: APN110-460-46; 140 Ravenna Way, El Dorado Hills, CA 95762; tiamo101@hotmail.com; 775-527-1645
- Shahriar Maboutakh: APN110-460-39; 3 Lago Del Rey Court, El Dorado Hills, CA 95762; sm3@psaf.com; 916-835-3515
- George Buritica: APN110-460-36; 6 Guadalupe Drive, El Dorado Hills, CA 95762; gtburitica@cs.com; 916-990-6354
- Michael R Loewen: APN110-460-78; 32 Guadalupe Drive, El Dorado Hills, CA 95762; mrl@mrlaw.com; 916-344-2300
- Penny Brecek: APN110-460-60; 81 Guadalupe Drive; El Dorado Hills, CA 95762; penlou@aol.com; 916-752-7370
- Roland Brecek: APN110-460-60; 81 Guadalupe Drive; El Dorado Hills, CA 95762; rbrecek@aol.com; 916-752-7369
- James Gallego: APN110-460-35; 4 Guadalupe Drive, El Dorado Hills, CA 95762; jimgallego@gallegoconsulting.com; 916-933-8282
- Kari Gallego: APN110-460-35; 4 Guadalupe Drive, El Dorado Hills, CA 95762; kari@gallegoconsulting.com; 916-933-8282
- Norbert Witt: APN110-460-84; 1 Lago Del Rey Court, El Dorado Hills, CA 95762; nwitt@sbcglobal.net; 916-612-7024
- Leonard Crawford: APN110-460-80; 25 Guadalupe Drive, El Dorado Hills, CA 9562; lenny@sbcglobal.net; 916-799-5085
- Edgar Almazan: APN110-460-45; 12 Guadalupe Drive, El Dorado Hills, CA 95762; almz3a@aol.com; 916-276-7768

Comments by homeowners affected by this variance:

- **Anonymous**

Aug 18, 2019

This variance presents a very real hazard to the rest of the residents who use this road on a daily basis and live in the area

- **Vickie Brownstein**

Aug 19, 2019

Please do not approve the dangerous variance application

- **Brian Machtolff**

Feb 14, 2019

PLEASE do not allow this hazardous situation to be approved abutted to our road loop, which we all use to access and leave our homes multiple times daily

- **Shahriar Mabourakh**

Feb 14, 2019

This driveway appears to cause a hazard if variance is approved.

- **George Buritica**

Feb 14, 2019

This new driveway would crate a safety hazard in the community. Please reconsider the location .

- **Anonymous**

Feb 14, 2019

Please do not allow this hazardous variance to be approved

- **Michael R Loewen**

Feb 14, 2019

pose a very dangerous situation for users of this roadway