

CONDITIONS OF APPROVAL

Tentative Subdivision Map Time Extension TM-E19-0001/Bass Lake North Planning Commission/May 14, 2020

(The following are the original conditions of approval for the Bass Lake North Phased Tentative Subdivision Map TM14-1522 as approved on February 28, 2017)

Planning Services:

1. The Tentative Subdivision Map and Design Waivers, are based upon and limited to compliance with the project description, the hearing exhibits marked Exhibit I through S, and the Conditions of Approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

The project consists of the following:

Tentative Subdivision Map of the 38.57 acre property consisting of:

1. A Phased Tentative Subdivision Map creating 90 single family residential lots ranging in size from approximately 7,204 square feet to 23,975 square feet; four open space lots totaling approximately 11.37 acres; and two Right-of-Way (ROW) lots totaling approximately 5.09 acres. Access gates may be constructed at Sienna Ridge Road/Road "A" and the point of Emergency Vehicular Access (EVA) at the northerly terminus of Road "D".
2. Design waivers from the El Dorado County Design and Improvement Standards Manual road improvement standards are requested from Standard Plan 101B, or as indicated, to allow the following:
 - a. Reduced ROW width from 50 feet to 40 feet and reduced roadway width from 36 feet to 29 feet for Road A, Road B (from Road A to Road D), and Road D;
 - b. Reduced ROW width for Road B (from C Court to Road A), and Courts C, E, F and G from 50 to 34 and 40 feet, respectively, and reduced roadway width from 36 feet to 29 feet; and
 - c. Modification of Standard Plan 103A-1 to allow driveway to be within 25 feet from a radius return; reduce minimum driveway widths from 16 feet to 10 feet wide for secondary single car garages where a larger driveway for the same property is also proposed; and eliminate 4 foot taper to back of curb.

The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval hereto.

2. **Mitigation Monitoring and Reporting Program:** The applicant shall comply with the mitigation measures identified in the Bass Lake North EIR Addendum and the Bass Lake Road Study Area EIR to reduce potential significant environmental effects. The mitigation measures shall be completed as identified in the adopted Mitigation Monitoring and Reporting Program (MMRP) (Exhibit H – Attachment 1) and incorporated here as a Condition of Approval. A Mitigation Monitoring Report shall be submitted with the Improvement Plans addressing the applicable mitigation measures. The applicable mitigation measures shall be included on the improvement plans, shown on the final map, contained in the CC&R's, or otherwise completed.
3. **Oak Tree Replacement:** The required Oak Tree Removal Mitigation Plan shall demonstrate replacement of oak trees in conformance with the Bass Lake Hills Specific Plan and Exhibit K.
4. **Lighting:** Street lights shall be shown on the Final Improvement Plans and be located at a minimum at major intersections, mid-block pedestrian crossings, and along roads where needed to establish adequate sight distance and to ensure public safety. All street lights and outdoor lighting shall conform to Section 130.14.170, and be fully shielded pursuant to the Illumination Engineering Society of North America's (IESNA) full cut-off designation. Should installed lighting be non-compliant with full shielding requirements, the applicant shall be responsible for the replacement and/or modification of said lighting to the satisfaction of Development Services Division. A lighting and landscaping district shall be formed to provide for the maintenance of those lights.
5. **EID Annexation:** The subdivision area shall be annexed to the El Dorado Irrigation District prior to recordation of the first Small-Lot final map.
6. **Specific Plan:** The project shall comply with the Bass Lake Hills Specific Plan, the related Bass Lake Hills development agreement, and the Bass Lake Hills Public Facilities Financing Plan (PFFP).
7. **Lighting and Landscape District:** Prior to approval of the first phase of the Small-Lot final map, the applicant shall join the El Dorado Hills Community Services District's Bass Lake Hills Specific Plan master Lighting and Landscaping District.
8. **Open Space Maintenance:** A funding mechanism shall be in place for the maintenance of all open space and common areas, and their related improvements and facilities, prior to recordation of the first Small-Lot final map. An open space management plan shall be approved by the El Dorado Hills Community Services District prior to recordation of the

first Small-Lot final map. The open space management plan shall include a comprehensive funding plan for all open space within the development.

9. **CC&Rs:** The CC&Rs shall contain a provision that states that any condition of approval of this map that is implemented through the CC&Rs cannot be changed without formal approval by El Dorado County and any affected agency.
10. **Meter Award Letter:** A water and sewer meter award letter or similar document shall be provided by the water and sewer purveyor prior to filing the final map consistent with Board of Supervisors Resolution 118-92.
11. **Final Map Recordation:** Prior to final map recordation, the applicant shall provide a written description, together with appropriate documentation, showing conformance of the project with each condition imposed as part of the project approval.
12. **Liens and Bonds:** Prior to filing a final map, if the subject property is subject to liens for assessment or bonds, pursuant to the provisions of Government Code Section 66493, the owner or subdivider shall either: (a) Pay the assessment or bond in full, or (b) File security with the Clerk of the Board of Supervisors, or (c) File with the Clerk of the Board of Supervisors the necessary certificate indicating provisions have been made for segregation of bond assessment responsibility pursuant to Government Code Section 66493(d).
13. **Tentative Map Expiration:** This tentative map shall expire 36 months from the date of approval unless a timely extension is filed.
14. **Hold Harmless:** In the event of any legal action instituted by a third party challenging the validity of any provision of this approval, the developer and landowner agree to be responsible for the costs of defending such suit and shall hold County harmless from any legal fees or costs County may incur as a result of such action, as provided in Section 66474.9(b) of the California Government Code.

The applicant shall defend, indemnify, and hold harmless El Dorado County and its agents, officers, and employees from any claim, action, or proceeding against El Dorado County or its agents, officers, or employees to attack, set aside, void, or annul an approval of El Dorado County concerning a subdivision, which action is brought within the time period provided for in Section 66499.37.

El Dorado County shall notify the applicant of any claim, action, or proceeding and shall cooperate fully in the defense.

15. Any proposed construction of trails through the eastern portion of Open Space Lot C shall result in the modification to the project thereby warranting a formal revision to the Bass Lake North Tentative Subdivision Map and Development Plan.

16. A Notice of Restriction (NOR) shall be filed with the Final Map for the corresponding phase of the development limiting the height of the residential units constructed within Lots 29 through 38 to a single-story level.

Transportation Division (EDCTD):

17. **Road Design Standards:** The applicant shall construct all roads in conformance with the County Design and Improvements Standard Manual (DISM) and the Bass Lake Hills Specific Plan, modified as shown on the Tentative Map and as presented in on Table 1 and approved Design Waivers (the requirements outlined in Table 1 are minimums).

ROAD NAME	DESIGN STANDARD PLAN	ROAD WIDTH*	RIGHT OF WAY	EXCEPTIONS/ NOTES
Sienna Ridge Road	Modified Std Plan 101B BLHSP Fig 4-3 As Shown on Tentative Map	30 ft (1/2 Width)	60 ft	Construct ½ width improvements, (18 feet from centerline to face of curb) on project side (northbound). Type 2 vertical curb and gutter, with 6-ft sidewalk. Construct 12-ft lane, with 2 foot AB shoulder opposite project side (southbound).
Roads A and D; and Road B, from Road A to Road D	Modified Std Plan 101B BLHSP Fig 4-4	29 ft	40 ft	4.5-foot sidewalk on both sides
Road B from C court to Road A.	Modified Std Plan 101B	29 ft	34 ft	No Sidewalk
Courts C, E, F & G	Modified Std Plan 101B	29 ft	34 ft	No sidewalk

* 1) Road widths are measured from curb face to curb face or edge of pavement to edge of pavement if no curb (traveled way). Curb face for rolled curb and gutter is 6” from the back of the curb.

- 2) Curb & Gutter details may be modified to protect existing oak trees.
- 3) Type 2 Vertical Curb and Gutter required adjacent to open space, parks and non-frontage lots.
- 4) Sidewalks may meander within R/W or pedestrian easements.
- 5) At Option of Applicant Road B may be increased to 36 feet curb face to curb face with sidewalk on one side.

18. **Offer of Dedication, Interior Roads:** The project shall offer to dedicate, in fee, the rights of way for roadways shown in Table 1 with the final map. Said offer shall include all appurtenant slope, drainage, pedestrian, public utility, or other public service easements as determined necessary by the County. The offer(s) will be accepted by the

County, provided that a County Service Area Zone of Benefit has been created and funded to provide for maintenance of the roadways.

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

In the event of the private roadways option, reciprocal rights shall be granted to the property to the north (APN 115-010-18) to allow for future connection / expansion of the private road system.

19. **Offer of Dedication, Sienna Ridge Road:** The applicant shall irrevocably offer to dedicate, in fee, the necessary rights of way to measure 30 feet from the center line east for the on-site portion of Sienna Ridge Road along the entire frontage as shown on the tentative map prior to filing the applicable Small-Lot final map. This offer will be accepted by the County.
20. **Off-Site Improvements – Bass Lake Hills Specific Plan Primary Local Roads:**

The applicant shall construct Hawk View Road (North Silver Dove Extension) from Bass Lake Road to Sienna Ridge Road. Improvements shall include severance of the south end of Sienna Ridge Road access to Bass Lake Road and construction of a Turn-Around.

Hawk View Road shall be constructed in accordance with Standard Plan 101B, to a width of 24 feet, plus 2-foot Aggregate Base Shoulders. Curb, gutter, and sidewalk are not required. Ditching or AC Dike may be required to control drainage as approved by the County Engineer with the project improvement plans.

The applicant shall irrevocably offer to dedicate, in fee, rights of way to measure 50 feet total width for the offsite portion of Hawk View Road prior to filing the applicable Small-Lot final map. Rights of way for Hawk View Road may be obtained as an easement for road, drainage, pedestrian and public utility services in lieu of fee, if approved by the County Engineer.

The applicant may enter into a reimbursement agreement with the County providing for reimbursement of the funds provided by the applicant and used for the construction, or construction-related activities, of these improvements to the extent they are included in the Bass Lake Hills Specific Plan – Public Facilities Financing Plan Fee Account. Applicant may be granted a credit against their Public Facilities Financing Plan fee for such improvements.

21. **Off-Site Improvements – Specific Plan Urban Collectors and Major Transportation Facilities:**

- A. The Project shall be responsible for design, Plans, Specifications and Estimate (PS&E), utility relocation, right of way acquisition, and construction of improvements to Bass Lake Road from US50 to the realigned Country Club Drive (aka Tierra De Dios, aka City Lights Drive). This segment is identified as "B" to "H" on the BLHSP Area Public Facilities Financing Plan (PFFP) Exhibits, and includes the following assumptions:
- i. Is a portion of the 2015 County Capital Improvement Program (CIP) Project #66109;
 - ii. Is a BLHSP Urban Collector;
 - iii. Grading will be consistent with the ultimate 4-lane facility;
 - iv. Construct a divided two lane highway with median, 18 Feet of pavement in each direction. Typical section as shown on approved Tentative Map;
 - v. It is recognized that Bass Lake Road will require improvements for some distance north of the realigned Country Club Drive Intersection to achieve conformance of the revised profile with the existing roadway. The exact distance is to be determined with the final Improvement Plans.
 - vi. The reconstruction shall generally be consistent with the alignment and profile shown on the improvement plans entitled, Bass Lake Road Reconstruction From Highway 50 to Hollow Oak Road, Project #66109, approved by the County Engineer on June 20, 2007, and modified to accomplish the anticipated work required at this time; and
 - vii. The project plans shall include conduits for future landscape irrigation and electrical lines.
- B. Project shall be responsible for the design, PS&E, utility relocation, right of way acquisition, and construction of the new Country Club Drive (aka Tierra De Dios) on an alignment substantially consistent with the BLHSP, and includes the following assumptions:
- i. Is identified in the 2015 County CIP as Project #GP126;
 - ii. Is a BLHSP Urban Collector;
 - iii. Is a two-lane road, 36 feet in width (plus left turn pockets);
 - iv. Has a 35-40 mph design speed, and;
 - v. Includes conversion of the existing segment of Country Club Drive into a Class I bike path / Multi-use trail: Approximately 100 feet of pavement will be removed at either end; A new paved trail eight (8) feet in width shall be placed at each end to provide connectivity to adjacent facilities; Bollards shall be installed to prevent motor vehicle access; striping and signing shall be provided subject to review and approval by TD.

- C. Project shall be responsible for the design, PS&E, utility relocation, right of way acquisition, and construction of the realignment of Country Club Drive at its existing intersection with Tierra De Dios Drive (east end of Tierra De Dios Drive) consistent with the intent of the BLHSP, and includes the following assumptions:
- i. Is a BLHSP Urban Collector;
 - ii. Is a two-lane road, 36 feet in width, and;
 - iii. Has a 35-40 mph design speed.
- D. Project shall be responsible for the design, PS&E, utility relocation, right of way acquisition, and construction of intersection improvements at the intersection of Bass Lake Road and the realigned Country Club Drive Intersection, and includes the following assumptions:
- i. Northbound approach to include one through lane and a 200 foot right turn lane;
 - ii. Southbound approach to include one through lane and a 300 foot left turn lane;
 - iii. Westbound approach to include one through lane and a 300 foot left turn lane, and;
 - iv. Signalization of the intersection of Bass Lake Road and the realigned Country Club Drive.
- E. Project shall be responsible for the design, PS&E, utility relocation, right of way acquisition, and construction of improvements at the intersection of Bass Lake Road and the US50 at Bass Lake Road interchange ramps, and includes the following assumptions:
- i. Eastbound ramp / Bass Lake Road intersection
 - a. Widen / restripe eastbound off-ramp to provide two approach lanes for a distance of 240 feet;
 - b. Widen / restripe Bass Lake Road to provide two lanes northbound, and one lane southbound from eastbound ramp to westbound ramp, and;
 - c. Signalize eastbound off-ramp terminus intersection with Bass Lake Road.
 - ii. Westbound ramp / Bass Lake Road intersection
 - a. Provide two northbound approach lanes (see item 3.E.i.b above);
 - b. Provide free-right lane from westbound off-ramp to northbound Bass Lake Road (existing configuration);
 - c. Provide departure merge lane northbound Bass Lake Road (merging two lanes into one);
 - d. Provide one southbound approach lane, and one 300-foot right-turn lane to westbound on-ramp, and;
 - e. Side Street Stop Control (existing).
 - iii. Timing of US50 at Bass Lake Road interchange ramp Improvements
 - a. In order to ensure proper timing of the construction of the improvements identified for the US50 at Bass Lake Road interchange ramps, the subdivider

shall perform a supplemental traffic analysis in conjunction with each final map_application to determine Level of Service (LOS) of the interchange and ramps, to include existing traffic plus traffic generated by each final map.

- b. If the supplemental traffic analysis indicates that the County's LOS policies would be exceeded by the existing traffic plus traffic generated by that final map, the applicant shall construct the improvements prior to issuance of the first certificate of occupancy for any lot within that final map.
- c. If the County's LOS policies are not exceeded upon application for the last final map within the project, the payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact.
- d. If the necessary improvements are constructed by the County or others prior to triggering of mitigation by the project, payment of TIM fees is considered to be the projects proportionate fair share towards mitigation of this impact.

F. Financing and Reimbursement

- i. Project may be reimbursed for the costs of any improvements listed above in items A through E, to the extent such improvements are included in the County's Traffic Impact Mitigation (TIM) Fee Program, in accordance with the County's TIM Fee Reimbursement Guidelines, and subject to a Road Improvement and Reimbursement Agreement between the Project and the County.
- ii. If any improvements are included in the County's 10-year CIP and TIM Fee Program, and agreed to by the County in a Road Improvement and Reimbursement / Credit Agreement, the Project may receive full or partial credit for the cost of the work against TIM Fees that would otherwise be paid at issuance of building permits.
- iii. If any improvements are included in the County's 10-year CIP and TIM Fee Program, and agreed to by County in a Road Improvement and Reimbursement / Credit Agreement, the Project may provide funding and Bid-Ready PS&E to County, for bidding and construction management by County.
- iv. If any improvements are included in the BLHSP PFFP, such improvements may be credited to the project or eligible for reimbursement from the PFFP funds.

G. With respect to the improvements to the public roadways required in this condition, either one of the following shall be done prior to issuance of a building permit: (a) the subdivider shall be under contract for construction of the required improvements with proper sureties in place, or (b) the subdivider shall have submitted to the County a bid-ready package (PS&E) and adequate funding for construction.

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

- i. In order to ensure proper timing for the installation of traffic signal controls, the applicant shall be responsible to perform traffic signal warrants with each final map at intersections identified for potential signalization in D and E above, in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application).

- ii. If traffic signal warrants are met at the time of application for final map (including the lots proposed by that final map), the applicant shall construct the improvements prior to issuance of the first certificate of occupancy for any lot within that final map.
 - iii. If traffic signal warrants are not met upon application for the last final map within the project, the project applicant shall pay its TIM fees toward the installation of a traffic signal control at this intersection. In which case, payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact.
 - iv. If the traffic signal control at an intersection is constructed by the County or others prior to triggering of mitigation by the project, payment of TIM fees and PFFP Fees is considered to be the projects proportionate fair share towards mitigation of this impact.
22. **Encroachment Permits:** The applicant shall obtain encroachment permit(s) from EDCTD and construct the following roadway encroachments:

Construct Road A” encroachment onto Sienna Ridge Road to the provisions of County Standard Plan 103C or as modified to approval of County.

Construct “C Court” EVA encroachment onto Sienna Ridge Road to the provisions of County Standard Plan 103A-1 or as modified to the approval of County and Fire District.

Construct Hawk View Road encroachment onto Bass Lake Road to the provisions of County Standard Plan 103E or as modified to approval of County.

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

The agreement requires the applicant: pay all costs incurred by County associated with the acquisition of the title or interest; provide a cash deposit, letter of credit, or other securities acceptable to the County in an amount sufficient to pay such costs, including legal costs; If the costs of construction of the off-site improvements are not already contained in a Subdivision Improvement Agreement or Road Improvement Agreement, the applicant shall provide securities sufficient to complete the required improvements, including but not limited to, direct construction costs, construction management and surveying costs, inspection costs incurred by County, and a 20% contingency; provides a legal description and exhibit map for each title or interest necessary, prepared by a

licensed Civil Engineer or Land Surveyor; provides an appraisal for each title or interest to be acquired, prepared by a certified appraiser; Approved improvement plans, specifications and contract documents of the off-site improvements, prepared by a Civil Engineer.

EDCTD Standard Conditions:

24. **Public Transit:** Bus turnouts and shelters shall be constructed at locations required by El Dorado Transit and the appropriate school district.
25. **Curb Returns:** All curb returns where there is a sidewalk shall include pedestrian ramps with truncated domes conforming to Caltrans Standard Plan A88A, including a 4 foot sidewalk/landing at the back of the ramp. Alternate plans satisfying the current accessibility standards may be used, subject to review and approval by County.
26. **Maintenance Entity:** The proposed project must form an entity for the maintenance of public and private roads and drainage facilities. If there is an existing entity, the property owner shall modify the document if the current document does not sufficiently address maintenance of the roads of the current project. Transportation Division shall review the document forming the entity to ensure the provisions are adequate prior to filing of the final map.

Bass Lake Road, Country Club Drive and Old Bass Lake Road are existing County maintained roads and / or shown on General Plan Exhibit TC-1 and will be accepted by County without a Maintenance Entity.
27. **Common Fence/Wall Maintenance:** The responsibility for, and access rights for, maintenance of any fences and walls constructed on property lines shall be included in the Covenants Codes and Restrictions (CC&Rs).
28. **Consistency with County Codes and Standards:** The developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual (as may be modified by these Conditions of Approval or by approved Design Waivers) from the EDCTD and pay all applicable fees prior to filing of the applicable Small-Lot final map.

Additionally, the project improvement plans and grading plans shall conform to the County Grading, Erosion and Sediment Control Ordinance, Grading Design Manual, the Drainage Manual, Off-Street Parking and Loading Ordinance, all applicable State of California Water Quality Orders, the applicable State of California Handicapped Accessibility Standards, and the California Manual on Uniform Traffic Control Devices (MUTCD).

29. **Soils Report:** At the time of the submittal of the grading or improvement plans, the applicant shall submit a soils and geologic hazards report (meeting the requirements for such reports provided in the El Dorado County Grading Ordinance) to, and receive approval from the Transportation Division. Grading design plans shall incorporate the findings of detailed geologic and geotechnical investigations and address, at a minimum, grading practices, compaction, slope stability of existing and proposed cuts and fills, erosion potential, ground water, pavement section based on TI and R values, and recommended design criteria for any retaining walls.
30. **Water Quality Stamp:** All new or reconstructed drainage inlets shall have a storm water quality message stamped into the concrete, conforming to the Storm Water Quality Design Manual for the Sacramento and South Placer Regions, Chapter 4, Fact Sheet SD-1. All stamps shall be approved by the El Dorado County inspector prior to being used.
31. **Drainage (Cross-Lot):** Cross lot drainage shall be avoided. When concentrated cross lot drainage does occur or when the natural sheet flow drainage is increased by the project, it shall be contained within dedicated drainage easements. This drainage shall be conveyed via closed conduit or open channel, to either a natural drainage course of adequate size or an appropriately sized storm drain system. The Grading and Improvement plans shall show drainage easements for all on-site drainage facilities.
32. **Regulatory Permits and Documents:** All regulatory permits and agreements between the Project and any State or Federal Agency shall be incorporated into the Project Improvement Plans prior to the start of construction of improvements.

Improvement plans for any phase may be approved prior to obtaining regulatory permits or agreements for that phase, but grading/construction of improvements may not proceed until the appropriate permits or agreements are obtained and the grading/improvement plans reflect any necessary changes or modifications to reflect them.

Project conditions of approval shall be incorporated into the Project Improvement Plans when submitted for review.

33. **Electronic Documentation:** Upon completion of the improvements required, and prior to acceptance of the improvements by the County, the applicant will provide a CD to the EDCTD with the drainage report, structural wall calculations, and geotechnical reports in PDF format and the record drawings in TIF format.

Air Quality Management District (AQMD):

34. **Construction Emissions:** See Mitigation Measure AIR-2. The full text of the Air Resources Board (ARB) regulation can be found at ARB's website here: <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>. An applicability flow chart can be found here: http://www.arb.ca.gov/msprog/ordiesel/faq/applicability_flow_chart.pdf. Questions on applicability should be directed to ARB at [1-866-634-3735](tel:1-866-634-3735). ARB is responsible for enforcement of this regulation.
35. **Land Clearing:** Burning of wastes that result from "Land Development Clearing" must be permitted through the AQMD. Only vegetative waste materials may be disposed of using an open outdoor fire (AQMD Rule 300 Open Burning).
36. **Paving:** Project construction will involve roadway development and must adhere to AQMD Rule 224 Cutback and Emulsified Asphalt Paving Materials.
37. **Coatings:** The project construction may involve the application of architectural coating, which shall adhere to AQMD Rule 215 Architectural Coatings.
38. **District Permit(s):** Prior to construction/installation of any new point source emission units or non-permitted emission units (e.g., gasoline dispensing facility, emergency standby engine, etc.), Authority to Construct applications shall be submitted to the AQMD. Submittal of applications shall include facility diagram(s), equipment specifications and emission factors. (AQMD Rule 501.3.A)

El Dorado Hills Fire Department:

39. **Fire Flow Requirements:** The potable water system with the purpose of fire protection for this residential development shall provide a minimum fire flow of 1,000 gallons per minute with a minimum residual pressure of 20 psi for two-hour duration. This requirement is based on a single family dwelling 6,200 square feet or less in size. All homes shall be fire sprinklered in accordance with NFPA 13D and Fire Department requirements. This fire flow rate shall be in excess of the maximum daily consumption rate for this development. A set of engineering calculations reflecting the fire flow capabilities of this system shall be supplied to the Fire Department for review and approval.
40. **Hydrant Placement:** This project shall install Mueller Dry Barrel fire hydrants, or any other type of hydrant which conforms to El Dorado Irrigation District specifications for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 500 feet. The exact location of each hydrant shall be determined by the Fire Department.

41. **Hydrant Visibility:** In order to enhance nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with a blue reflective marker as specified by the Fire Department and State Fire Safe Regulations.
42. **Hydrant Installation:** In order to provide this project with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems for the applicable phase shall be installed and in service prior to combustibles being brought onto the site as specified by the Fire Department, Standard B-003.
43. **Wildland Fire Safe Plan:** The applicant shall prepare a Wildland Fire Safe Plan which shall be approved according to State Fire Safe Regulations by the El Dorado Hills Fire Department. The Wildland Fire Safe Plan shall address development of those homes that back up to the surrounding open wildland areas to include, but not be limited to the requirement for non-combustible type fencing. The Wildland Fire Safe Plan shall be completed and approved by the El Dorado Hills Fire Department prior to the approval of the Civil Improvement Plans.
44. **Traffic Calming Devices:** This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway.
45. **Gate Requirements:** The total number of vehicle access control gates or systems through which emergency equipment must pass to reach any address within the project shall not exceed one, in compliance with El Dorado Hills Fire Department Gate Standard B-002.
46. **Red Curbing:** All streets with parking restrictions will be signed or marked with red curbs as described in the El Dorado County Regional Fire Protection Standard B-0004 titled "No Parking-Fire Lane."
47. **Secondary Egress:** A secondary means of egress shall be provided prior to issuance of the first residential building permit or the project can be phased. Dead end roads may not exceed 800 feet or 24 parcels; whichever comes first.
48. **Emergency Vehicle Access:** The applicant shall provide an emergency vehicle access connection as follows:
 - A. The northern full EVA connecting to Sienna Ridge Road, (20 foot wide and all-weather surfaced, capable of supporting 75,000 lbs.), may include an electronic gate as described in a Wildland Fire Safe Plan, shall be constructed with phase 1 (one) as shown on the tentative map. Off-site improvements may be required so that this stubbed EVA fully connects to the existing Sienna Ridge Road.
 - B. The proposed EID utility access at the western end of C Court shall be widened and paved to 20-foot wide as shown in the Bass Lake North Alternative EVA exhibit.

49. **Vegetation Clearing:** Prior to June 1 each year, vegetation clearance shall be required around the EVA connections to Sienna Ridge Road in compliance with the Wildland Fire Safe Plan.
50. **Emergency Trail Access:** When designing the access points to the project's open space trail system, consideration shall be given to allow for emergency vehicle access, specifically for a smaller vehicle such as an ambulance. Gates or removable bollards may be installed and locked with a low priority KNOX lock. The street curbs adjacent to the trail access point shall be painted red.
51. **Driveways:** Driveways serving the project shall be designed to a maximum of 16% grade and can be increased to 20% if paved.
52. **Parking:** All parking restrictions as stated in the El Dorado Hills County Water District Ordinance 36 shall be in effect. Parking will be allowed as follows:
 - A. On one side of the street only for all roads. The curbs on one side of the street will be painted red or signed every 25 feet "no parking fire lane." This shall be white letters on a red background.
 - B. No parking is allowed at the end of C Court.

Surveyor's Office:

53. All survey monuments must be set prior to the filing of any final map or the applicant shall have surety of work to be done by bond or cash deposit. Verification of set survey monuments, or the amount of bond or deposit shall be coordinated with the County Surveyor's Office prior to the filing of the any final map with the County.
54. The roads serving the development shall be named by submitting a completed Road Name Petition to the County Surveyors Office prior to filing any Small-Lot final map with the County. Proof of any signage required by the Surveyor's Office must also be provided prior to filing any final map with the County. All associated fees will be the responsibility of the applicant.

El Dorado Hills Community Services District:

55. The project is subject to the Quimby Act and dedication requirements for parkland based on the El Dorado Hills standard of 5 acres per 1,000 residents population. Population density is based on 3.3 persons per home, which works out to 1.5-acres of parkland to be dedicated to the District before the filing of the final map. The subdivision is subject to parkland dedication in-lieu fees based on values supplied by the Assessor's Office and calculated in accordance with Section 120.12.090 of the County Code. The subdivider shall be subject to a \$150.00 appraisal fee payable to the El Dorado County Assessor for the determination of parkland dedication in-lieu fees. The required in-lieu fees, payable to

El Dorado County, shall be remitted prior to Final Map recordation. A proof of payment shall be submitted to Planning Services.

56. The project is subject to the El Dorado Hills CSD Park Impact Fee in place at the time the building permits are issued. Additionally, the project will be subject to the Bass Lake Hills Specific Plan (BLHSP) Public Facilities Financing Plan (PFFP) Fee.
57. The El Dorado Hills CSD requires that all utilities be underground. Underground drainage is also recommended to avoid the safety hazards and maintenance problems of open ditches.
58. A Homeowner's Association (HOA) needs to be formed to finance ongoing operation and maintenance of street lights (if any), streetscape, and for open space management, or if no HOA is formed, then a Landscape and Lighting Assessment District (LLAD) needs to be created to fund the maintenance and operation of the same. The District also recommends the creation of a shell LLAD for the project as a back-up funding mechanism to a Homeowner's Association, in the event the Homeowner's Association should fail to maintain the improvements to the District's standards.
59. Cable television access should be made available to all homes and the development should allow for joint trenching.
60. The El Dorado Hills CSD will provide mandatory waste management services for the residences, including recycling services.
61. Prior to final map approval, a streetscape plan for projects which front Bass Lake Road and all primary local roads shall be submitted for review and approval by the El Dorado Hills CSD.
62. The streetscape is a component of the future Landscape and Lighting Assessment District and would need to be detailed, approved, and have a related maintenance budget prior to the final map.
63. The El Dorado Hills CSD will review and approve the following items prior to final maps being recorded:
 - A. Open Space and Tree Preservation Management Plan. The Plan shall include specifications and standards on the type and design of fencing along the borders of the open space areas within the subdivision;
 - B. CC&Rs need to be reviewed and approved by the El Dorado Hills CSD Board of Directors prior to recording the final map and include any conditions that are specific to any lots or areas, such as oak tree preservation and vegetation management.

64. The applicant shall acquire approximately two acres for the park-and-ride lot. The land shall be acquired prior to approval of the first final map. In the event that the eminent domain process must be implemented to acquire said land, this condition shall be deemed satisfied by applicant entering into an agreement for condemnation proceedings with the County Counsel together with a deposit of funds as required by County Counsel, or make other arrangements to the satisfaction of the Transportation Division.
65. **Landscaping:** The home builders will be responsible for installing front yard landscaping and the applicant shall be responsible for on-site landscaping along Sienna Ridge Road for the portion of the road that borders the proposed project.
66. **Park & Ride Lot Construction:** The applicant shall cause to be constructed, before the 45th building permit, at least 100 spaces in the Park and Ride Lot located on Country Club Drive near the intersection of Bass Lake Road. The applicant may enter into a reimbursement agreement with the County providing for reimbursement of the funds provided by the applicant and used for the construction, or construction-related, activities (including land acquisition if required) for these improvements to the extent they are included in the Bass Lake Hills Public Facilities Financing Plan Fee Account. Applicant shall be granted a credit against their PFFP fee for such improvements.

It is anticipated that the Bass Lake Hills Phase 1A projects will acquire the land for the Park and Ride Lot. If it has not been acquired then applicant shall be responsible for the land acquisition unless other arrangements are made with the El Dorado County Transportation Division.

Board of Supervisors:

67. Improve a new Class 1 bike path along Bass Lake Road from Old Country Club Drive to Hallow Oak Road consistent with the Bass Lake Hills Specific Plan.