

**EL DORADO COUNTY DEVELOPMENT SERVICES
PLANNING COMMISSION
STAFF REPORT**



Agenda of: March 24, 2016

Staff: Tiffany Schmid

TENTATIVE MAP REVISION AND TIME EXTENSION

FILE NUMBERS: TM96-1321-R-3 and TM96-1321-E-2/Bell Ranch

APPLICANT: BL Road, LLC

ENGINEER: CTA Engineering and Surveying

REQUEST: Revision and one-year time extension of the approved 113-unit Tentative Subdivision Map.

LOCATION: East of Bass Lake Road and north of Country Club Drive and Tierra De Dios Drive, in the Bass Lake Hills Specific Plan adjacent to the communities of Cameron Park and El Dorado Hills, Supervisorial District 2. (Exhibits A, B, and C)

APN: 119-020-52 (Exhibit D)

ACREAGE: 112.14 acres

GENERAL PLAN: Adopted Plan - Bass Lake Hills Specific Plan (Exhibit E)

ZONING: One-Family Residential-Planned Development (R1-PD) (Exhibit F)

ENVIRONMENTAL DOCUMENT: Addendum dated February 2016 to the Bass Lake Road Study Area Final Program EIR certified by the Board of Supervisors on March 17, 1992 (Exhibit P)

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

- 1) Adopt the February 2016 Addendum to the 1992 Bass Lake Road Study Area Final Program Environmental Impact Report;

- 2) Adopt the Mitigation Monitoring and Reporting Plan in accordance with the CEQA Guidelines §15097, incorporating the Mitigation Measures as presented (Exhibit G);
- 3) Approve a one-year time extension to Tentative Map TM96-1321; and
- 4) Approve Tentative Map Revision TM96-1321-R based on the Findings and subject to the Conditions of Approval as presented.

STAFF ANALYSIS:

Background: The Bass Lake Road Study Area (BLRSA) Final Program Environmental Impact Report (PEIR) was certified by the Board of Supervisors on March 17, 1992. Subsequently, the Bass Lake Hills Specific Plan (BLHSP or Plan) and Addendum to the BLRSA Final Program PEIR were adopted by the El Dorado County Board of Supervisors on November 7, 1995. A Development Agreement between the land owners and the County was entered into on September 23, 1998. The Development Agreement will expire on September 19, 2016.

The BLHSP established maximum residential land use densities for the land within the Plan area, specified how those lands would be developed, described the public facilities and services necessary to support the allowed development, and described the funding mechanisms necessary for implementation. The BLHSP provides for distinct residential villages that allow a range of housing types and densities as well as open space, parks, schools, and a fire station. Of the 1,458 dwelling units anticipated for the Plan area, 380 units have been entitled through the Tentative Map process, including the 113 units associated with this Tentative Map revision. Of the 380 units entitled, 99 have been constructed as part of the Hollow Oak Subdivision.

The purpose of the BLHSP is to facilitate the orderly and systematic development of the Plan area and to ensure that safe and efficient transportation and circulation facilities and major infrastructure improvements in the Plan area are constructed concurrently with new development. The matter of concurrency in relation to the BLHSP was addressed by the Department of Transportation in a memo to the Board of Supervisors dated November 25, 2002, which suggested that the first 300 housing units construct the necessary Bass Lake Road improvements. This 300-unit threshold is what became known as the "critical mass" for the Plan area, and was brought forward in the development of the BLHSP Public Facilities Financing Plan (PFFP) and the Conditions of Approval (COAs) for the Bell Ranch Tentative Map.

The PFFP was developed and finalized in June 2004 pursuant to Section 9.4 of the BLHSP and Section 3.2 of the BLHSP Development Agreement. The PFFP sets forth the strategy to finance the infrastructure and public facilities required to serve the proposed land uses within the Plan area, while recognizing the need for flexibility to accommodate the development plans of a diverse set of property owners, and assuring the County that required facilities are constructed when necessary.

The PFFP further clarifies that concurrency relates primarily to the construction of Bass Lake Road and Country Club Drive, and presents a phasing plan to achieve the necessary infrastructure. Phase 1 includes the Hollow Oak subdivision (99 units), Phase 1A includes up to 201 units of any combination from the Hawk View, Bell Ranch, and Bell Woods subdivisions, and Phases 2 and 3 include the remaining units beyond the 300-unit critical mass to full build-out.

The PFFP allows for two phases of construction for the Bass Lake Road improvements, which correspond with Phases 1 and 1A. Phase 1 improvements consist of the construction and re-alignment of Bass Lake Road from the intersection of Hollow Oak Road to the current alignment of Bass Lake Road just north of Serrano Parkway, shown as segment F to AA on Exhibit H, as well as shoulder widening and related facilities from Bass Lake Road south to Highway 50 where the street section is less than 32 feet wide. These improvements were constructed by the Hollow Oak project beginning in 2005. Phase 1A would complete Bass Lake Road to a two-lane road with appropriate right-of-way acquisition for future expansion to a four-lane road with fully constructed medians, bikeway, and sidewalk, from Highway 50 to Serrano Parkway. Phase 1A was anticipated to be completed by the next development project or group of projects following Hollow Oak.

In addition to the Bass Lake Road improvements, the PFFP provides that the following items would be required at the 300-unit critical mass: Highway 50 Interchange Project Study Report (PSR); access roads and infrastructure to the Buckeye Union school site; acquisition of an 8.7 acre sports park; design of a sports park; and acquisition of a 2-acre park-and-ride lot. The Bell Ranch Tentative Map, and the other two Phase 1A projects (Bell Woods and Hawk View) were each conditioned to implement the entirety of these Phase 1A improvements.

The realignment of Country Club Drive was not required at the 300-unit critical mass threshold, but was included in Phase 3. While the realignment of Country Club Drive was not included in the “critical mass” projects, the PFFP notes that development projects would be conditioned to construct Country Club Drive as determined necessary by the Department of Transportation based on access requirements of the projects. The PFFP further acknowledges that the phasing of the remainder of the BLHSP (Phases 2 and 3) is more difficult to determine, and cursorily groups the rest of the projects into a “remaining to buildout” category.

Project Description: The El Dorado County Board of Supervisors adopted a Mitigated Negative Declaration and approved the Bell Ranch Tentative Subdivision Map on January 12, 2006. The Board of Supervisors also restated and readopted its previous findings associated with the Statement of Overriding considerations provided in Resolution No. 288-95 (Exhibit I) for the BLRSA Final PEIR. The Tentative Map was subsequently extended for five years by the Planning Commission on April 24, 2008.

The 2006 approval included a Rezone from Estate Residential 10 acres (RE-10) to One-Family Residential-Planned Development (R1-PD), a Development Plan, and a Phasing Plan consisting of five Phases. The Tentative Map approval included 113 single family lots ranging in size from 13,500 to 126,930 square feet, seven landscape lots, one open space lot, and one park site on 112.14 acres. Five Design Waivers to the County Design and Improvement Standard Manual (DISM), including a

reduction in sidewalk width on secondary local roads from 6 to 4 feet; a reduced roadway right-of-way to 40 feet for B and C Drive, D, E, and G Court, H Circle, and M and R Way; the placement of Caltrans Type E and El Dorado County Type A mountable dike (where applicable) in lieu of El Dorado County Type 1 rolled curb and gutter; the installation of a short transitional 'neck' on the secondary local roads as shown on the tentative map; and the allowance of enhanced raised, landscape medians in Morrison Road at the two A Drive entrances, were also approved at this time.

Pursuant to the BLHSP, which refers to the DSIM, sidewalks on secondary local roads are not required because the lots within the proposed subdivision are larger than 10,000 square feet. Therefore, the previously requested Design Waiver to reduce sidewalk width on secondary local roads was unnecessary and those sidewalks can be removed from the Tentative Map. A 6 foot sidewalk is required on one side of Tierra De Dios Drive and Morrison Road. The BLHSP does contain a circulation diagram and policy language requiring establishment of pedestrian trails within the Specific Plan. One pedestrian trail of note is the completion of a section of the Mormon-Carson National Historic Trail via the historic Clarksville Toll Road, a portion of which will be implemented as part of the proposed revision (reference condition of approval 22.B.v).

An application to revise the COAs associated with the previously approved Tentative Map for Bell Ranch (Exhibit J) was received on March 16, 2015, and an application for a one-year time extension was received on June 05, 2015. The one-year time extension would extend the expiration date of the map to May 24, 2018. The proposed COA revisions change the timing and phasing of the infrastructure improvements pursuant to the BLHSP PFFP, and facilitate incremental development of the Phase 1A tentative maps. In some cases COAs would be removed, as updated technical studies and/or public agencies have indicated that the conditions are not necessary at this time, while in other cases, new COAs have been added. The application also includes revisions to the size and configuration of lots 1 through 6 to accommodate a detention pond and play field in the southwest corner of the subdivision; removal of E Court to provide Lots 1 through 6 frontage on Morrison Road; a reduction in the maximum lot size from 126,930 to 91,649 square feet; the removal of one landscape lot; the addition of an open space lot; the addition of a play field; construction of sidewalks on only one side of the street for Tierra De Dios Drive and Morrison Road (on-site); removal of sidewalks on Morrison Road (off-site) and interior subdivision streets and cul-de-sacs; and modification of the Phasing Plan to include three phases instead of five.

The revised Tentative Map is included as Exhibit K. None of the revisions would allow for greater development than previously analyzed and approved. While the proposed COA revisions would change the timing of the improvements outlined in the PFFP, the revisions more closely align with the current needs of the County.

The following discussion provides an overview of the proposed changes to the COAs, which are visually depicted in Exhibits L and M. The revised COA language in its entirety is presented in underline and strikeout format in the attached Revised COAs.

The proposed revisions are consistent with the BLHSP, Development Agreement, and PFFP because each contains language to allow for some flexibility, as detailed in the Consistency Analysis. The

BLHSP is a long term planning document that recognizes the PFFP is based on conceptual plans for the major components of infrastructure and not on detailed drawings. As a result the PFFP will necessarily be subject to adjustments as more detailed engineering information becomes available following tentative map approval. The BLHSP further states that the costs and financing methods set forth in the PFFP are based on land use types and maximum allowable densities as shown in Figure 3-1 of the BLHSP Land Use Diagram. The PFFP would potentially be amended as changes in land use intensity or residential density reductions occur.

The most significant of the proposed revisions includes the removal of a portion (Segment F to H) of Phase 1A improvements to Bass Lake Road and the addition of the realignment of Country Club Drive, a Phase 3 improvement (Exhibits L and M). Other critical mass improvements that would be removed or revised as part of the proposed COA revisions include the removal of the requirement for a Highway 50 Interchange PSR; removal of a portion of the access road and infrastructure to the school site; removal of the requirement for sidewalks and a Class I bike trail along Bass Lake Road; and modifications to parks, landscaping, and recycled water requirements. Absent these revisions, the revised Tentative Map remains substantially consistent with the approved Tentative Map and Development Plan by maintaining the original lot quantity and configuration of the subdivision.

Bass Lake Road and Country Club Drive Revisions

The Specific Plan was adopted in 1995 and the tentative map in 2006. No significant changes have occurred since that time to require additional CEQA review. The Specific Plan is still in effect and has been incorporated into the 2004 General Plan and General Plan EIR. However, the Specific Plan and Tentative Map COAs were based on 1992 assumptions for development. It is now apparent that some of the original assumptions and the resulting conditions of approval do not reflect current needs in the area. For example, the BLHSP did not build out at the rate initially anticipated, population growth projections have declined, and Phase 1 improvements to Bass Lake Road that were constructed by Hollow Oak, have reduced the anticipated need for some of the Phase 1A improvements to Bass Lake Road. The need for Country Club Drive realignment has become more important than the completion of some of the Phase 1A improvements to Bass Lake Road.

Staff required an updated Traffic Impact Study (TIS) to be prepared as part of the application for the proposed COA revisions. The TIS, prepared by T. Kear and Associates in July 2014, along with the supplemental Technical Memorandum dated June 2015, examined the potential impacts of the Bell Ranch Tentative Map, combined with the two other Phase 1A projects (Hawk View and Bell Woods). The studies found that Bass Lake Road currently operates at an acceptable level, but that there is an existing deficiency at the intersection of Bass Lake Road and Country Club Drive, which would be worsened with the addition of any development within the BLHSP. This conclusion is validated in the December 15, 2015 Draft Technical Memorandum conducted by Kittelson and Associates that was developed in support of the County's Major Five-year Capital Improvement Program Update currently underway.

Consistent with the alignment shown in the BLHSP, the proposed COA revisions would realign Country Club Drive from Bass Lake Road to Morrison Road (Segment H to I; Exhibit M) and realign

Country Club Drive east of Tierra De Dios Drive (Segment I to L; Exhibit M). A new traffic signal would be constructed at the Bass Lake Road/Country Club (realigned) intersection, along with intersection improvements including one through lane and one 200-foot-long right turn pocket on the northbound approach; one through lane and one 300-foot-long left turn pocket on the southbound approach; and one through lane and 300-foot-long left turn pocket on the westbound approach. In addition, the park-and-ride site would be acquired, but would not be constructed.

Highway 50 Interchange Improvements and PSR Revisions

Improvements to the Bass Lake Road Interchange are included in the County's 20-year Capital Improvement Program, with completion of construction anticipated prior to 2035; however, the details of the improvements are not known at this time. The proposed COA revision includes proposed interim improvements to this interchange that would be implemented prior to its eventual replacement. These proposed interim changes were included as mitigation within the 1992 BLRSA Final PEIR (Mitigation Measure J01) and were further described in the 2014 TIS and 2015 supplemental Technical Memorandum conducted by T. Kear and Associates, and consist of the following:

- Addition of a 240-foot, or longer, left turn pocket to the eastbound off-ramp;
- Restriping Bass Lake Road between the eastbound and westbound ramps to include two northbound lanes;
- Widening Bass Lake Road between the westbound ramps and Country Club Drive to include a northbound trap lane accessing Country Club Drive and a southbound trap lane accessing westbound Highway 50;
- Signalization of the eastbound ramp intersection; and
- Signalization of the westbound ramp intersection when warranted and necessary to maintain the acceptable Level of Service D. The westbound ramp intersection was found not to require signalization in 2019, but would need to be signalized by 2035.
- Ramp metering was found not to be warranted

The revised Tentative Map has been conditioned to assess the need for the above interim improvements to ensure proper timing of construction. The COA requires that the subdivider perform a supplemental traffic analysis in conjunction with each final map application to determine Level of Service (LOS) of the interchange and ramps. 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. If the County's LOS policies are not exceeded upon application for the last final map within the project, the project applicant shall pay its TIM fees toward the installation of proposed roadway improvements. In which case, payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact.

Because the ultimate improvements at the Highway 50 Interchange are not known at this time the County has determined that it would be premature to require a PSR with the proposed Tentative Map

revisions. Further, the County's Capital Improvement Program anticipates funding the PSR when appropriate

Access Road and Infrastructure to the School Site

Because build out of the Plan area has occurred more slowly than anticipated, there currently is no need for the construction of a school on the identified school site within the Buckeye Union School District. While the requirement for the installation of roadway, sewer and water infrastructure to the identified future school site are being removed as a COA from this Tentative Map, the obligation to secure right-of-way and improvement plans for school site access will remain a COA of the Bell Woods Tentative Map and the obligation to secure right-of-way and improvement plans for utilities to the school site will remain a COA of the Bell Ranch Tentative Map. Neither the Buckeye Union School District nor El Dorado Irrigation District took exception to the removal of these COAs; as they did not want the burden of maintaining infrastructure that is not needed at this time.

Sidewalk and Bike Trail Improvements

With the removal of Phase 1A improvements to Bass Lake Road, the previously required sidewalk and Class I bike trail improvements along Bass Lake Road become unnecessary at this point. These improvements would become a COA to a future BLHSP project that has the requirement to construct Phase 1A improvements to Bass Lake Road.

Park Site

The COA to acquire land and design an 8.7-acre sports park is being removed. However, the project is subject to the Quimby Act and dedication requirements for parkland based on El Dorado Hills standards of 5 acres per 1,000 residents population. Population density is based on 3.3 persons per home, which works out to 1.9-acres of parkland to be dedicated to the El Dorado Hills Community Services District (CSD) before the filing of the final map. The project will pay the in-lieu park acquisition fee to the El Dorado Hills CSD so that the CSD can acquire a park site on its own. This approach is acceptable to the El Dorado Hills CSD, who acquired the park site at the end of 2015. This approach is also consistent with the PFFP, which allows for the payment of fees for acquisition and construction of an active park site. The project is also subject to the El Dorado Hills CSD Park Impact Fee in place at the time the building permits are issued, and subject to the BLHSP PFFP.

Landscaping

The requirement for median landscaping within the center medians of Bass Lake Road is being removed, because the construction of the concrete medians is not occurring at this phase of the Plan. The requirement for concrete medians with landscaping will be required at later phases, when the County determines that assessments on the number of developed residential units can support the required maintenance activities.

Recycled Water

The project will no longer be required to use recycled water for landscape irrigation. The removal of this COA reflects the recent determination from EID that it is unlikely that recycled water would be available to serve this subdivision in the future, due to the high cost of delivery systems and to the reduced overall supply of recycled water that is anticipated in the future as a result of water conservation.

The following Table provides a summary of the proposed COA revisions. The Table does not include a comprehensive set of the revised COAs, but rather a high level summary of the proposed revisions and a brief explanation of what those revisions entail. The revised COA language in its entirety is presented in ~~and underline~~ format in the attached Revised COAs.

Table 1
Bell Ranch Modifications of Conditions Summary

COA#	Improvement Description	Approved Conditions	Proposed Revisions
#1	Project approvals	Planning Commission date April 24, 2008 and five one-year time extensions	Planning Commission date March 24, 2016. One one-year time extension and approval of revised conditions.
#3	Development plan	Details number of lot, number of single family lots, size range of lots, and number and type of non-residential lots.	Increase total number of lots from 122 to 123 to account for addition of new play field lot. Number of landscape lots decreased from 7 to 6 and number of open space lots increased from 1 to 2.
#4	Development plan	Development plan shall be in compliance with tentative map.	Text added to also reference uses described in the revised development plan exhibit.
#5	Lot setbacks	Provides revised setbacks for lots 1 through 11, 12 through 113, and lot J.	Add text regarding 45 percent coverage limitation and eliminate Lot J revised setbacks.
#7	Project plan approval	Plans to be consistent with Subdivision Design and Improvement Standards Manual	Add language that standards may be modified by these Conditions of Approval or Design Waivers. Also add language requiring conformity with other County ordinances and applicable State standards. Add text regarding curb returns.
#15	Roads	Vehicular access restricted along various roadways. Condition includes table identifying road name, width, and exceptions/notes.	Revisions to named roadways and lot numbers to reflect current subdivision design. Road and ROW requirements changed to reflect current requirements. Updated requirements regarding sidewalk locations and size. Updated design notes to reflect current requirements and site-specific circumstances.
#16	Roads	Requirement of irrevocable offer of dedication for ROW and entity to be established for long-term maintenance of roads and roadway landscaping.	Entire condition deleted and requirements moved to COA #17.

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COA#	Improvement Description	Approved Conditions	Proposed Revisions
#17	Roads	Requires submittal of complete application for irrevocable offer of dedication for portions of Morrison Road outside the subdivision boundary.	Dedication of ROW required as shown on tentative map. Internal roadways may be maintained privately by a Homeowner’s Association or other entity acceptable to the County. The new text noted that the private road option does not apply to Morrison Road.
#19	ROW	No freestanding walls, fences, or retaining walls permitted in road ROW.	Add text allowing for exception at the discretion of the County Transportation Division.
#20	Roadway access	Primary and secondary roadways to be constructed prior to first building permit. Identifies that primary access shall be to either Bass Lake Road or County Club Drive.	Remove “secondary roadway” access and replace with “emergency vehicle” access. Minor text changes to reflect current County department/division names.
#21	Compliance	Project shall comply with the BLHSP, related development agreements, and PFFP. COOs not to be issued until Phase I improvements complete.	Original condition deleted in its entirety as it is no longer applicable. Improvements completed by Hollow Oak subdivision. New conditions (added her for convenience) addresses requirement of the applicant to secure title, pay costs incurred by the County, and/or complete off-site improvements.
#22	Off-site improvements	Responsibility for off-site improvements consistent with Phase 1A requirements of the PFFP in compliance with the BLHSP, PFFP, and related development agreement.	Condition deleted in its entirety. New requirements added to this COA to mirror similar COAs from other subdivisions (HV COA #24 and BW COA #25). New requirements of this COA include design, PS&E, utility relocation, ROW acquisition, and construction of improvements for Bass Lake Road, Country Club Drive, Bass Lake Road/Country Club Driver intersection, Highway 50/Bass Lake Road interchange. The requirements include design specifications and guidance for financing, timing, and signalization.
#23	Roads and school infrastructure	Construct Country Club Drive with frontage improvements and construct school infrastructure (water and sewer).	Remove obligation to build access to school site and sewer and water infrastructure because a school site is not needed at this time per the Buckeye School District. Obligation to provide plans and right-of-way for sewer and water infrastructure shall remain.
#24	Park and Ride Lot	Acquire site for park and ride lots and design the total site and build 35 spaces	Entire condition deleted from Bell Ranch. ROW acquisition for Park and Ride lot remains an obligation of Hawk View.
#25	Morrison Road	Construct Morrison Road	Allow Morrison Road to be built in phases as approved by El Dorado Hills Fire Department.

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COA#	Improvement Description	Approved Conditions	Proposed Revisions
#26	Highway 50/Bass Lake Road Interchange (approved) and encroachment permits (proposed)	Construct WB 2-lane on-ramp, EB 2-lane off-ramp, ramp metering, widen Bass Lake Rd/EB off ramp intersection with dual EB left turn lanes and shared EB right/through lane, 2 12-foot NB lanes and 1 12-foot SB lane between EB and WB ramp intersections; and submit bid-ready documents prior to first certificate of occupancy and improvements to be substantially complete prior to 81st certificate of occupancy	All requirements related to the Highway 50/Bass Lake Road interchange have been moved to revised COA #22. New text requires applicant to obtain an encroachment permit from the County for connecting to existing Tierra De Dios Drive and Hollow Oak Road. Also, new text requires connections to Morrison Drive to be constructed as modified on the tentative map.
#27	PSR Highway 50 Interchange (approved) and common fences and walls (proposed)	Enter contract to perform Project Study Report for Highway 50/Bass Lake Road interchange. At discretion of the County, this requirement may be deleted.	Remove; PSR not required per revised Traffic Study. New text requires CC&Rs to include responsibility and access rights for maintenance of fences and walls constructed on property lines.
#28	Landscape and irrigation	Landscape and irrigation plans to be reviewed by EDCSD and approved by El Dorado County.	Clarify that condition applies to onsite landscaping and update County division names. Minor text changes to reflect current County department/division names.
#31	Drainage facilities	Drainage plan and facilities plan to be designed according to County guidance and constructed with respective phase of construction.	Update that compliance is required with updated guidance. Provides that subdivider may implement low impact development (LID) or other SWRCB measures in lieu of measures identified in the SWMP. Add requirement for water quality stamp on new or reconstructed drainage inlets.
#32	Drainage	Cross lot drainage to be avoided.	Add clarification of applicability to drainage increased by the project. Add that grading and improvement plans shall show drainage easement for on-site facilities.
#33	Drainage	County Service Area Zone of Benefit (ZOB) required to fund drainage maintenance and improvements.	All original text removed and replaced with new text requiring an entity to be formed for the maintenance of public and private roads and drainage facilities.
#35	Drainage	Subdivider required to obtain irrevocable Offers of Dedication to the County for public drainage.	Add “and/or drainage easements” following irrevocable Offers of Dedication. Minor text changes to reflect current County department/division names.

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COA#	Improvement Description	Approved Conditions	Proposed Revisions
#36	Grading	Mass pad grading project application must be sent to County supervisor in which site is located.	Condition deleted as El Dorado County no longer uses this process.
#38	Grading plans	Grading plans to be submitted to County. No building permits to be issued until County approves final grading and erosion plans, and grading is completed.	Minor text changes to reflect current County department/division names. Add requirement for submittal of a soils and geologic hazards report.
#39	Construction and revegetation	Timing of construction and revegetation to be coordinated with RCD. Actions to be based on timing.	Minor text changes to reflect current County department/division names.
#43	Fire flow	Require minimum 1,000 gpm with minimum residential pressure of 20 psi for two-hour duration. Engineering calculations to be submitted for review and approval by the Fire Department.	Modification to maximum swelling size used as basis for flow requirements. Add requirement that all homes be sprinklered.
#44	Fire hydrants	Requirement to install Mueller Dry Barrel fire hydrants and spacing to be determined by the Fire Department.	Add language allowing for any approved hydrant. Add language requiring fire hydrants along Morrison Road at 500' intervals.
#46	All access roadways	All access roadways and fire hydrant systems to be installed and in service prior to framing of any combustible materials.	Revise El Dorado Hills Fire Department Standard number identified in COA.
#47	Fire access	Require applicant to provide at least 3 all-weather access roads to open space lot.	Add language that the minimum 3 all-weather access roadways shall be suitable for fire apparatus to drive on.
#48	Fire protection	Require lots that back up to the Wildland Open Space to use non-combustible fence materials.	Remove timing of prior to approval of improvement plans.
#49	Fire/Roads	Requires two independent points of access.	Original text completely removed and replaced with condition stating that project may be phased so long as dead-end roads do not exceed 800' or 24 parcels, as acceptable to the fire district.

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COA#	Improvement Description	Approved Conditions	Proposed Revisions
#50	Driveway design	Requires driveways to be designed in compliance with County Code and driveways in excess of 20% grade must be reviewed by the fire district.	Add text that driveways shall be maximum 16% grade, but may be increased to 20% if paved.
#51	Wildland Fire Safe Plan	Develop and implement a Wildland Fire Safe Plan.	Text changed to require revisions to the Wildland Fire Safe Plan dated October 2005 to reflect changes to lot development, lot numbering, and access changes. Added text that revised plan shall be approved prior to approval of improvement plans.
#52	Traffic calming device	Prohibit traffic calming device that utilizes a raised bump/dip section of roadway.	Remove clause requiring condition prior to approval of improvement plans.
#53	Morrison Road	Construction of Morrison Road shall be deemed substantially complete prior to issuance of building permits.	Condition completely deleted.
#54	Fire access	Requires pedestrian gates in any field fencing along western boundary of open space area to provide access for fire-fighting personnel.	Add requirement of an all-weather access roadway in accordance with Fire Department requirements.
#66	Park site	EDHCSD has the option to choose either Lot J or residential Lot 1 for the park site. The approved condition includes actions that would apply depending on the decision.	The park site has been identified as Lot J, and all language referring to the option for residential Lot 1 has been deleted. Language added regarding payment of in lieu fees in the event that the subdivision is subject to parkland dedication requirements.
#76	Park access	No parking permitted on Tierra De Dios Drive or Morrison Road. Encroachment permit required for access.	Remove language specifying no parking on Tierra De Dios Drive and Morrison Road. Minor text changes to reflect current County department/division names.
#77	Permits	N/A	New condition requiring applicant to provide all regulatory permits or agreements between the applicant and any State or Federal agency to the County.
#78	Documents	N/A	New condition requiring developer to provide County with reports and drawings in specified electronic formats.

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COA#	Improvement Description	Approved Conditions	Proposed Revisions
#79	PFFP	N/A	New requirement on for all subdivisions that an update to the Bass Lake Hills PFFP shall be submitted prior to issuance of the first building permit.
#80	EID requirements	N/A	New condition added to address previously approved but expired FILs and FPRs and EID requirements for resubmittals.
MM 3.12-1	Fire access	Requirements to provide adequate fire and emergency protection.	Remove measure as all requirements are included in revised COAs #43 through #54.

CONSISTENCY ANALYSIS:

Tentative maps are required to be consistent with the applicable policies of the General Plan, provisions of the BLHSP, the Zoning Ordinance, the Subdivision Ordinance, CEQA, the BLHSP PFFP, and Development Agreement. The following is a summary of this consistency analysis:

General Plan: The General Plan designates the Project area as Adopted Plan, a designation that pertains to those areas where specific plans have been adopted; in this case, the BLHSP. These plans are accepted and incorporated by reference, and the respective land use map associated with each such plan is adopted as the General Plan map for the area. The proposed revisions to the previously approved COAs associated with the Tentative Map and the request for a one-year time extension are consistent with the General Plan as presented in the Findings below.

Specific Plan: The BLHSP was adopted in November 1995; therefore, all subsequent development within the plan area must conform to the policies contained therein along with the corresponding Development Agreement and PFFP. The proposed revisions to the previously approved COAs associated with the Tentative Map and the request for a one-year time extension are consistent with the BLHSP as presented in the Findings below.

Zoning Ordinance: The R1 Zone District permits minimum parcel sizes of 6,000 square feet when the lot is served with public water and sewer. It is a requirement of the BLHSP that all lots are served by public water and sewer. Each parcel meets or exceeds the minimum requirement for the R1 Zone District as well as the provisions outlined within the BLHSP. The proposed revisions to the previously approved COAs associated with the Tentative Map and the request for a one-year time extension are consistent with the BLHSP as presented in the Findings below.

Subdivision Ordinance: The proposed revisions to the previously approved COAs associated with the Tentative Map and the request for a one-year time extension are consistent with Section 120.44 of the El Dorado County Subdivision Ordinance as presented in the Findings below.

PFFP: The PFFP identifies the financing mechanisms to be used to pay for the public infrastructure

necessary to support development with the BLHSP area. As mentioned above, some of the improvements required in the revised COAs differ from the facilities identified in the PFFP. The PFFP contains specific language that allows for regular updating. It states that because the cost estimates in the PFFP are current only for when the PFFP was prepared, they are subject to revision as more detail becomes available. Further, it is noted that as the description of facilities and associated cost estimates change, the recommended financing mechanisms will be updated with the most current information. The PFFP also acknowledges that the obligations found in the PFFP will be updated periodically as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur. Possible changes in the PFFP include new or revised infrastructure projects based on actual need or demand, new cost information based on actual construction costs, updated engineering estimates or changes in the land use plan. This language provides the County with the flexibility to require a Phase 3 improvement such as the realignment of Country Club Drive in Phase 1A, because it is needed now, and to defer a Phase 1A improvement, such as the completion of Phase 1A improvements to Bass Lake Road, until a later Phase, when the County determines it is needed. A new condition has been added to the Tentative Map to require an update to the PFFP and related fee program to reflect the current public facilities to be constructed and current facility cost estimates.

The proposed revisions to the previously approved COAs associated with the Tentative Map and the request for a one-year time extension are consistent with the PFFP.

Development Agreement: Section 2.4 of the Development Agreement requires construction of public improvements in accordance with conditions set forth in the PFFP. Consistent with the BLHSP and the PFFP itself, the Development Agreement also recognizes that the time of performance may be revised from time to time so long as such revision is agreed to by the landowner and the County. Such a revision does not require an amendment of the Development Agreement, which includes the PFFP. Similar to the PFFP, this language provides the County with the flexibility to shift the timing of improvements as noted in the example above regarding the realignment of Country Club Drive as a Phase 1A improvement instead of a Phase 3 improvement and to defer the completion of Phase 1A improvements to Bass Lake Road.

The proposed revisions to the previously approved COAs associated with the Tentative Map and the request for a one-year time extension are consistent with the Development Agreement.

Conditions of Approval: A majority of the COAs from the previously approved Tentative Map remain unchanged. Affected agencies including the Transportation Division, the El Dorado Hills Fire Department, and the El Dorado Hills Community Services District reviewed the map and proposed COA amendments and provided their comments on the proposed COA revisions. Modified COAs are reflected with strikeouts (deletion) and underlines (addition), and are included below. For ease of reading a “clean” version of the COAs has been included as Exhibit N of this Staff Report.

CEQA: Based on the evaluation included in the Initial Study dated February 2016, the County has determined that the criteria identified in the California Environmental Quality Act (CEQA) Guidelines §15162 requiring the preparation of a Supplemental or Subsequent Environmental Impact

Report (EIR) have not been met. Accordingly, the County has prepared an Addendum to the 1992 Bass Lake Road Study Area (BLRSA) Final Program EIR pursuant to State CEQA Guidelines §15164 to address the proposed changes and additions to the Conditions of Approval and one-year time extension of the previously approved Tentative Map.

A Mitigation Monitoring and Reporting Plan has been prepared and is included as Appendix G and a Mitigation Measure Agreement has been agreed to and signed by the Applicant and is included as Appendix O.

A \$50.00 administration fee is required by the County Recorder to file the Notice of Determination (NOD). Pursuant to State CEQA Guidelines §15094, the filing of the NOD starts a 30-day statute of limitations on challenges to the approval under CEQA.

SUPPORT INFORMATION

Findings

Conditions of Approval

Exhibit A.....	Location Map
Exhibit B.....	BLHSP Boundary Map
Exhibit C.....	Vicinity Map
Exhibit D.....	Assessor's Parcel Map
Exhibit E.....	General Plan Land Use Map
Exhibit F.....	Zone Map
Exhibit G.....	Mitigation Monitoring and Reporting Plan
Exhibit H.....	Figure Illustrating Overview of BLHSP Phase 1A Improvement Conditions of Approval
Exhibit I.....	Resolution No. 288-95
Exhibit J.....	Approved Bell Ranch Tentative Map
Exhibit K.....	Revised Bell Ranch Tentative Map
Exhibit L.....	Figure Illustrating Previously Approved Conditions of Approval
Exhibit M.....	Figure Illustrating Revised Conditions of Approval
Exhibit N.....	Revised Conditions of Approval Text Without Underline and Strikeout
Exhibit O.....	Mitigation Measure Agreement Form
Exhibit P.....	Addendum dated February 2016 to the Bass Lake Road Study Area Final Program EIR certified by the Board of Supervisors on March 17, 1992