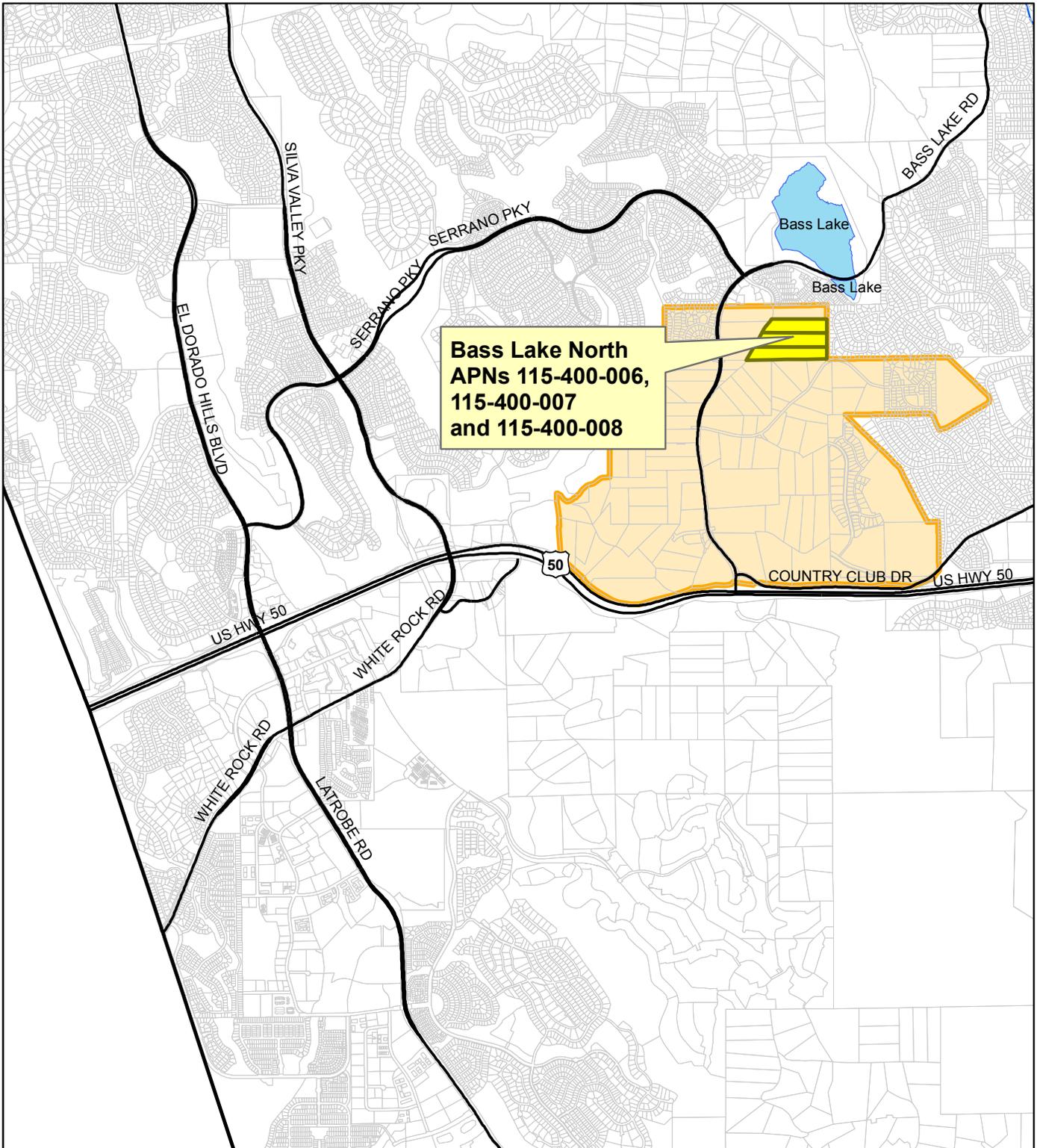


EXHIBIT A - VICINITY MAP

TM-R19-0002 (Bass Lake North)



Legend

-  Bass Lake North (TM14-1522)
-  Bass Lake Hills Specific Plan Area

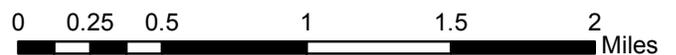
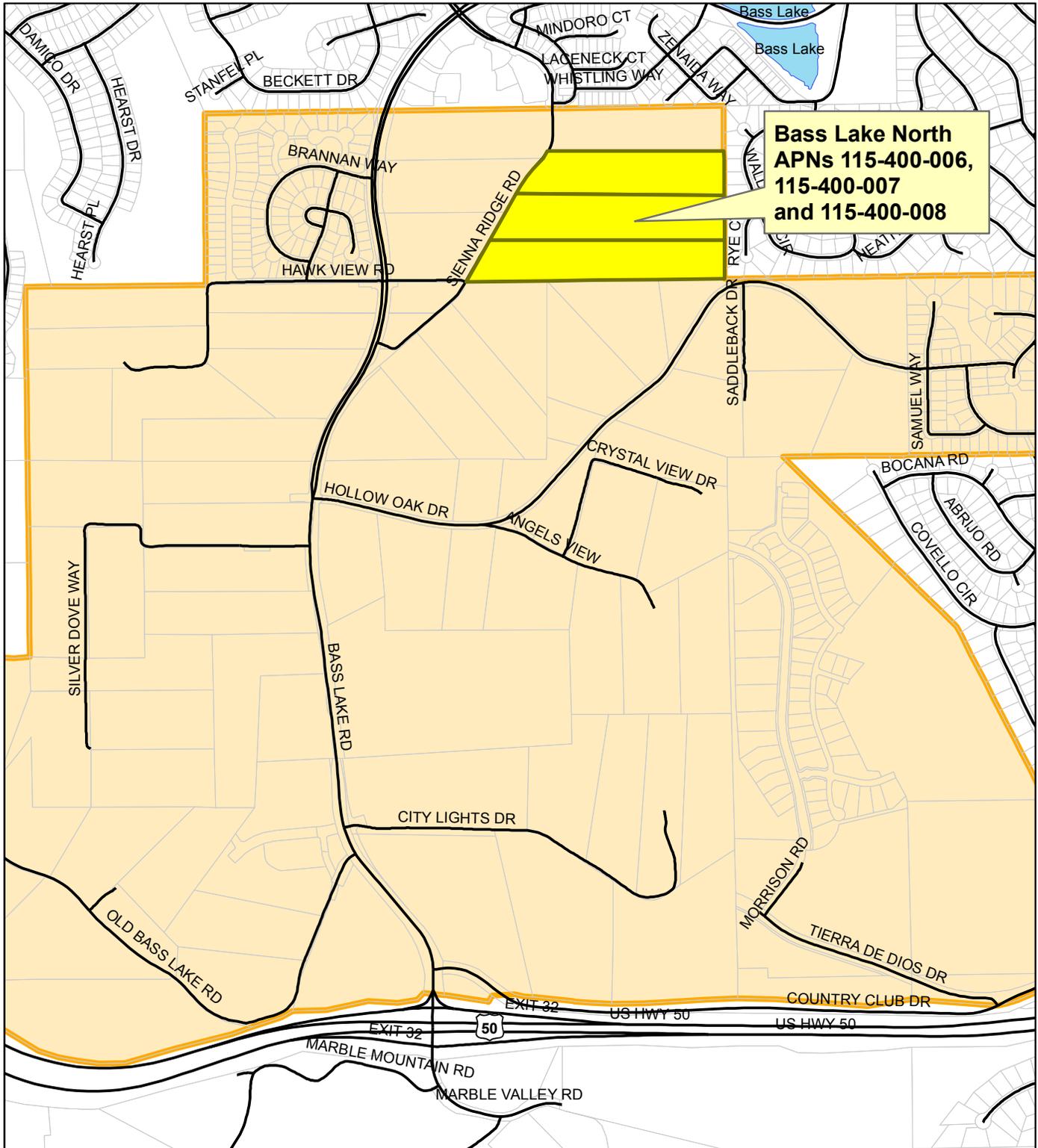


EXHIBIT B - LOCATION MAP

TM-R19-0002 (Bass Lake North)



Legend

- Bass Lake North (TM14-1522)
- Bass Lake Hills Specific Plan Area

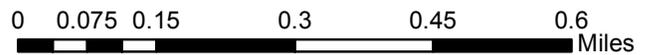
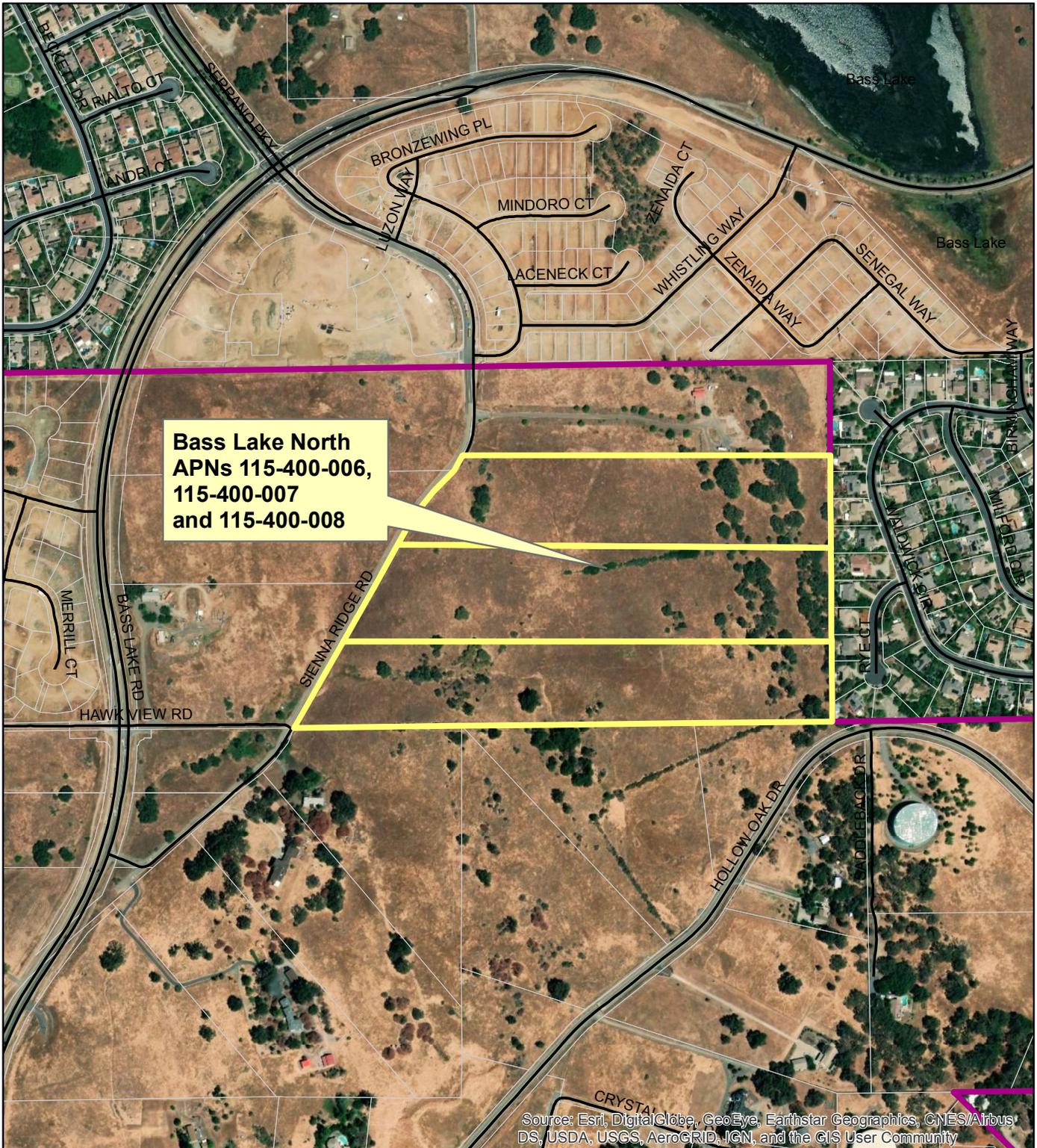


EXHIBIT C - SITE AERIAL PHOTO TM-R19-0002 (Bass Lake North)



Legend

- Bass Lake North (TM14-1522)
- Bass Lake Hills Specific Plan Area

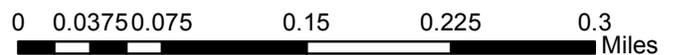
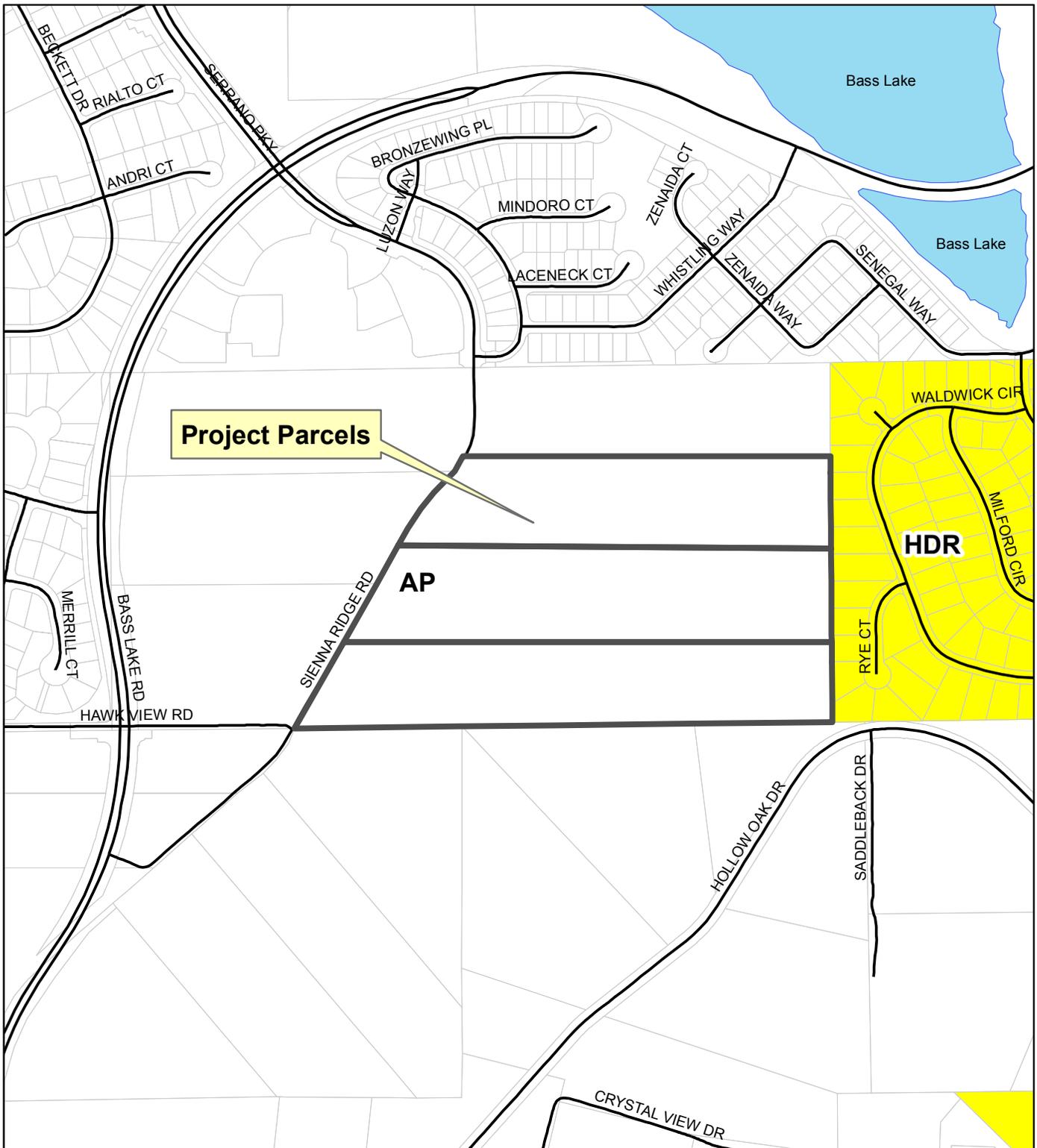


EXHIBIT E - GENERAL PLAN LAND USE MAP TM-R19-0002 (Bass Lake North)



Legend

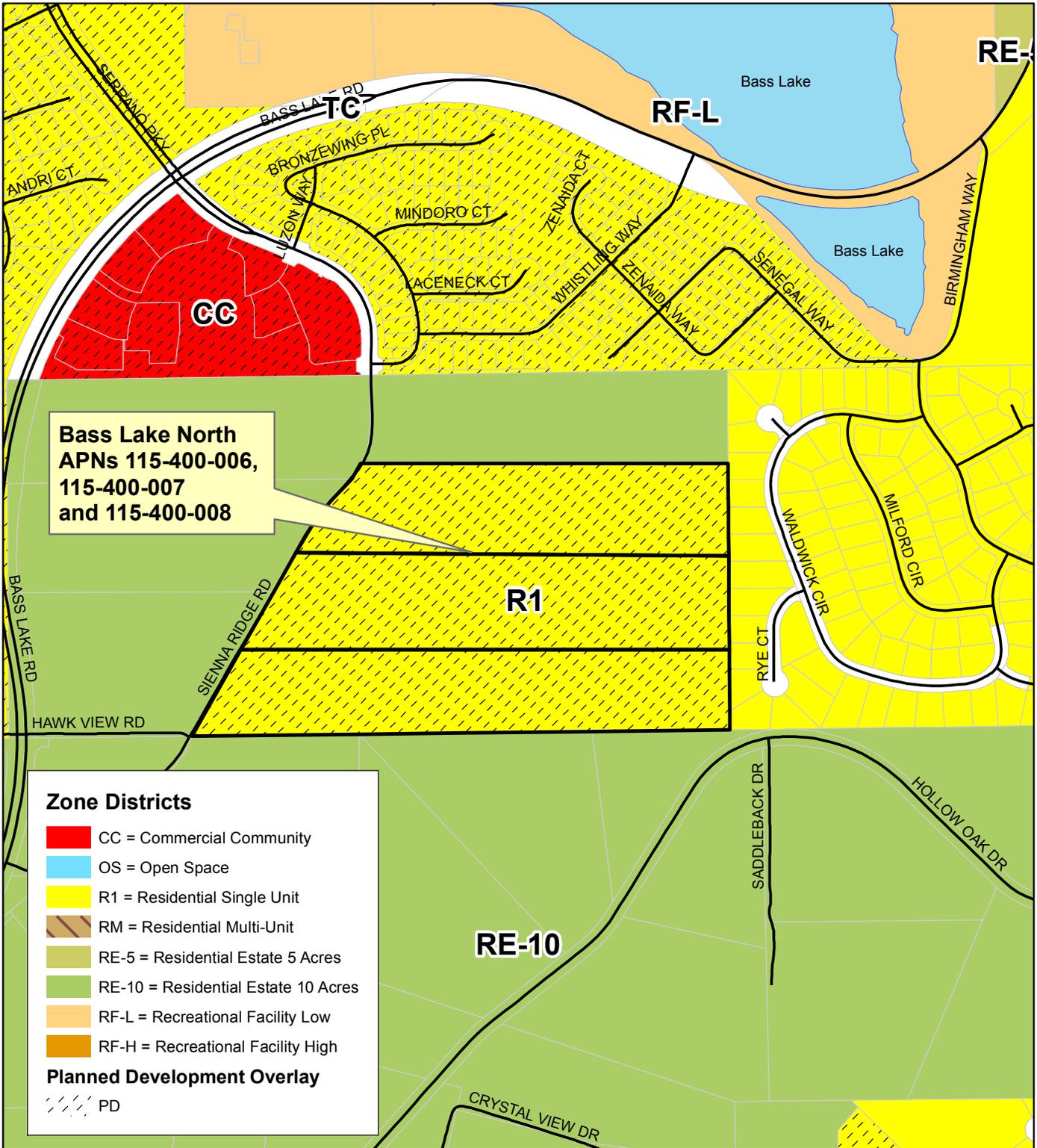
 Bass Lake North (TM14-1522)

0 0.0375 0.075 0.15 0.225 0.3 Miles

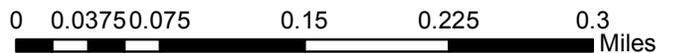


EXHIBIT F - ZONING MAP

TM-R19-0002 (Bass Lake North)



Bass Lake North



LEGEND

- = PRIMARY LOCAL ROAD : 60 FOOT RIGHT OF WAY
- = URBAN COLLECTOR COUNTRY CLUB DRIVE : 60'/80' RIGHT OF WAY BASS LAKE ROAD : 100' RIGHT OF WAY
- = PARK & REZE
- = FIRE STATION SITE
- = PROPOSED ACCESS
- = *UNPAVED VAULING TRAIL
- = CLASS 1 BIKEPATH
- = CLASS 2 BIKEPATH
- = SIDEWALK (WHERE TRAIL DIVERGES TO ALLOW FOR SAFE PEDESTRIAN CROSSING OF BASS LAKE ROAD)

NOTE *

1. UNPAVED TRAILS SHOULD USUALLY NOT HAVE GRADIENTS GREATER THAN 15%. SEE-TO-SEE SLOPES SHOULD NOT EXCEED 3%.
2. UNPAVED TRAIL WIDTHS SHOULD GENERALLY BE 3'-0" WIDE WITH A MINIMUM 6'-0" HORIZONTAL CLEARED AREA AT SHOULDER HEIGHT. VERTICAL CLEARANCE ABOVE THE TRAIL SHOULD BE A MINIMUM OF 10'-0".

TM-R19-0002 EXHIBIT G

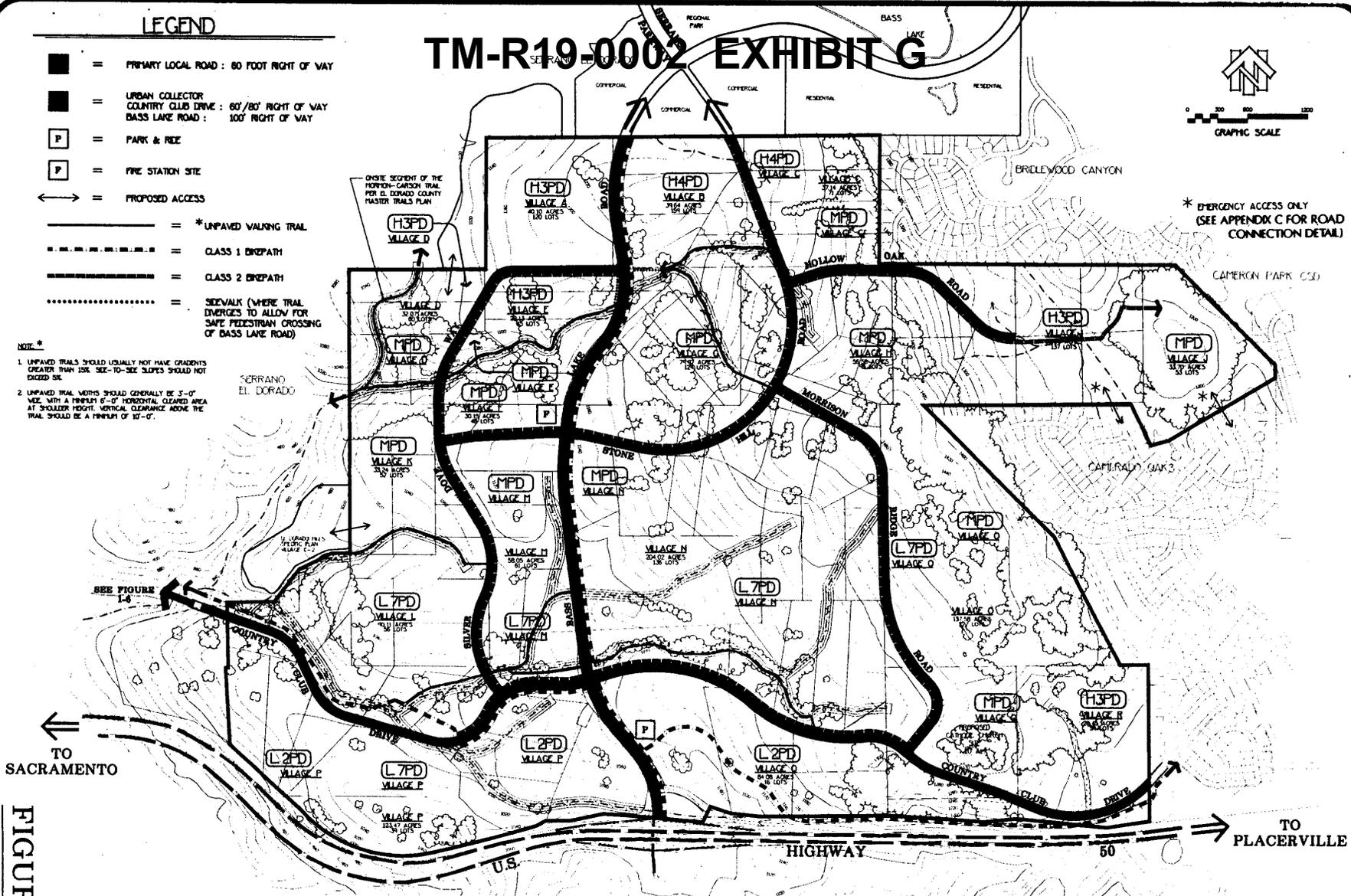
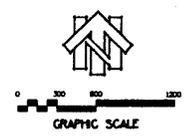


FIGURE 4-1

BASS LAKE HILLS SPECIFIC PLAN CIRCULATION PLAN

cta COOPER, THORNE & ASSOCIATES, INC.
 Civil Engineering & Land Surveying
 4000 River Street, Suite 1
 Nevada City, CA 95959
 530-866-0000 / FAX 530-866-0001 041302

TM-R18-0002 EXHIBIT H

PHASED MAP OF BASS LAKE ROAD BICYCLE TRAIL

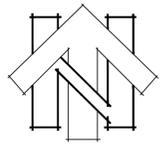
BASS LAKE NORTH

BLR - BICYCLE TRAIL

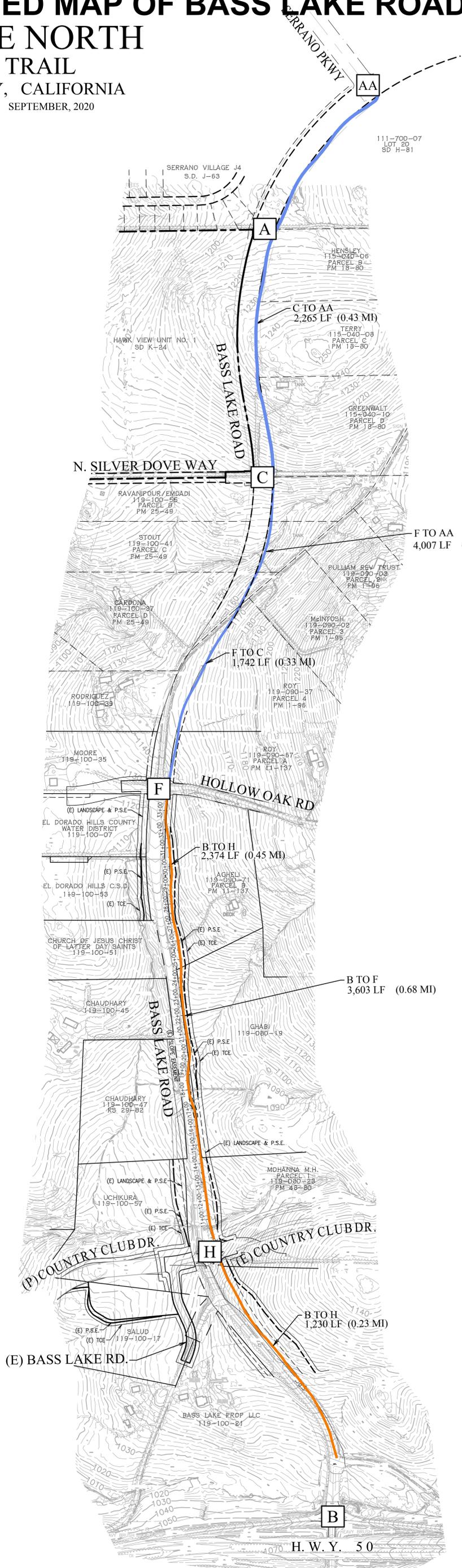
EL DORADO COUNTY, CALIFORNIA

SCALE: 1"=250'

SEPTEMBER, 2020



0 125' 250' 500'
SCALE: 1" = 250'



LEGEND

- BIKE PATH B TO F
- BIKE PATH F TO SERRANO PKWY

BIKE PATH QUANTITIES

BIKE PATH	LENGTH
B TO F	3,603 LF (0.68 MI)
F TO AA	4,007 LF (0.76 MI)
TOTAL	7,610 LF (1.44 MI)

TM-R19-0002 EXHIBIT I
APPLICANT SUBDIVISION AMENDMENT REQUEST, JULY 2019



July 26, 2019

Mel Pabalinas
El Dorado County Planning Department
2850 Fairlane Court
Placerville, CA 95667

Re: Bass Lake North Tentative Map – TM14-1522

Dear Mel:

I am writing to request that the Planning Department consider amending one of the conditions of the approved Bass Lake North Tentative Map. Also, if you concur with the requested amendment then please process this request to the Planning Commission. We should also begin the process to extend the Bass Lake North Tentative Map's approval.

Condition #67 of the approved conditions for Bass Lake North (BLN) requires the construction of 100 spaces of the ultimately 200-space Park and Ride lot. The Park and Ride lot is to be constructed before the 45th building permit is issued (halfway through the project).

At the time the Conditions of Approval are prepared, the El Dorado County Planning staff, along with DOT, assign various components of the Bass Lake Hills Public Facility Financing Plan (PFFP) to the proposed projects. The assignments are to comply with the PFFP and in theory distribute the cost of offsite improvements equitably throughout the BLHSP.

BLN was approved by the Planning Commission, on a 5-0 vote, on January 26, 2017. The following month, on February 28, 2107, the project was approved by the Board of Supervisors also with a 5-0 vote. At the hearing before the Board of Supervisors, Supervisor Frentzen requested that the Bass Lake Road Bike Trail (BLRBT) be added to the project as one of the conditions of approval. This became Condition #68.

Supervisor Frentzen's request makes sense and is beneficial for the community. The construction of the BLRBT between Hollow Oak and Highway 50 will connect El Dorado Hills to Cameron Park. This section of bike trail is the 'missing link' for the region. Unfortunately, since the suggestion was made at the Board hearing it did not have the benefit of any staff review and input.

The recently submitted Draft BLHSP PFFP Update has proposed a PFFP Fee of \$11,573 per unit. With the addition of the BLRBT and the other PFFP improvements placed on BLN, the estimated PFFP improvements for BLN come to \$26,237 per unit. (See cost breakdown attached.) This is 2.3 times the PFFP fee. We are certainly willing to front an increased burden

❖
8601 RANCHWOOD COURT

❖
FAIR OAKS, CALIFORNIA
95628

❖
TELEPHONE
(916) 966-3456

❖
EMAIL
NCBROWN2000@COMCAST.NET

TM-R19-0002 EXHIBIT I
APPLICANT SUBDIVISION AMENDMENT REQUEST, JULY 2019

Mr. Pabalinas
7/26/19
Page 2

on our project to deliver community assets. However, we believe that the current burden is excessive for one project. The extra cost is \$1,320,000. Therefore, we are requesting that

Condition 67 be amended so that we construct only 50 spaces, rather than the 100 spaces as conditioned. The remaining units can be completed by another project within the BLHSP. We are not abandoning the project, just requesting that the cost burden be brought closer to the intent of the PFFP. (Attached is an Exhibit for the improvements which amount to 53 spaces.)

Attached I have prepared a separate review of the BLHSP environmental documents which specifically deal with the Park & Ride. The Park & Ride lot is discussed in the original Bass Lake Road Study Area (BLRSA) Program EIR as a 'Planning Consideration'. There was never any connection or nexus between the need for the Park & Ride and the BLHSP. It was just a good idea, without a nexus. As I recall, the only reason it was included in the Public Facilities Financing Plan was at one of the hearings to approve the EIR Addendum for the BLH PFFP, then Supervisor Charlie Paine, requested that the 100-lot Park & Ride be included. (Similar to Supervisor Frentzen's request.)

The engineer's estimate for the 53-space design is \$857,525; the 100-space layout is estimated by the same engineer to be \$1,520,953. They are both about \$16,000 per parking space. The difference in costs reduces the BLN PFFP expenditure for Bass Lake North to \$18,865 per unit. This is still 1.6 times the updated PFFP fee, but a manageable number.

Our proposal is not to eliminate the Park & Ride, it is just to reduce it in size to 50 spaces. The property for the Park & Ride has been acquired and dedicated to the El Dorado County Transportation Commission. There are still many units within the BLHSP that can build the additional spaces later. After the three remaining Phase I projects (Lennar) and BLN are built out there are 988 units left in the BLHSP. Also after these projects most of the major infrastructure will have been completed.

According to the BLHSP PFFP the Phase 2 projects are to construct the "Northern School Access", the 8.7-acre sports park and the 100-space Park & Ride lot. Buckeye School District has no plans to construct a school on their property. The only reason they would, would be if the BLHSP builds out quickly. If that were to occur then there would be many units to pay for it. It is now envisioned that the Northern School Access will be built by the properties that are served by the road, whenever they develop.

The '8.7-acre sports park' will be built by the El Dorado Hills CSD. The CSD has already acquired the property and will use impact fees to construct the park. A Master LLD has been formed to have BLHSP landowners fund the park maintenance. Therefore, the Park & Ride lot is the only Phase 2 project to be built.

The second request of this letter is simply to extend the BLN Tentative Map. The tentative map was approved by the Board of Supervisors on February 29, 2017.

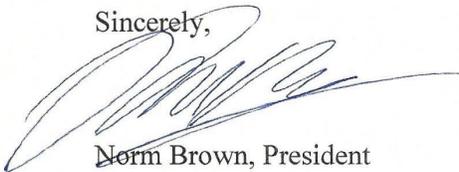
TM-R19-0002 EXHIBIT I
APPLICANT SUBDIVISION AMENDMENT REQUEST, JULY 2019

Mr. Pabalinas
7/26/19
Page 3

After approval of the BLN tentative map, it took two years to complete the annexation into EID through LAFCO. EID would not accept our Facility Plan Report (FPR) for review until the property was annexed. The FPR has now been approved and we have submitted the Improvement Plans to EID for the first plan check. We submitted the Improvement Plans to the County DOT in January of this year and just received the comments back last month, in June. We are making good progress.

Thank you for your consideration.

Sincerely,



Norm Brown, President
N.C. Brown Development, Inc.

cc: Dave Spiegelberg, DOT
Brian Allen, CTA

TM-R19-0002 EXHIBIT J - APPROVED TENTATIVE MAP

TENTATIVE MAP

BASS LAKE NORTH

COUNTY OF EL DORADO SEPTEMBER, 2016 STATE OF CALIFORNIA



SCALE: 1"=100'

OWNERS OF RECORD

OBED JR. & LYNN C. PATTY
8790 GOLDFY GLEN WAY
ELK GROVE, CA 95624

D. D. DIEDERICHS C/O K. REDLENER
372 CENTRAL PARK WEST, APT. 12W
NEW YORK, NY 10025

BARBARA SHOWLER C/O S. SHOWLER
4717 OLIVE OAK WAY
CARMICHAEL, CA 95608

NAME OF APPLICANT

N. C. BROWN DEVELOPMENT, INC.
8601 RANCHWOOD COURT
FAIR OAKS, CA. 95628

MAP PREPARED BY

cta Engineering & Surveying
Civil Engineering • Land Surveying • Land Planning
3232 Muller Circle, Rancho Cordova, CA 95742
(916) 638-0915 • F (916) 638-2479 • www.cta.com

MAP SCALE

1" = 100'

CONTOUR INTERVAL

CONTOUR INTERVAL = 2 FOOT

SOURCE OF TOPOGRAPHY

AERIAL PHOTOGRAPHY

SECTION, TOWNSHIP and RANGE

A PORTION OF SECTIONS 28 TO 33, T. 10 N., R. 9 E., M.D.M.

ASSESSOR'S PARCEL NUMBERS

115-400-06, 07, 08

EXISTING / PROPOSED ZONING

RE10 - RESIDENTIAL 10 AC / R1 PD

TOTAL AREA

38.57 ACRES

TOTAL NO. of LOTS

90 SINGLE FAMILY LOTS.....22.11 AC
4 OPEN SPACE LOTS.....11.37 AC
2 RIGHT OF WAY LOTS.....5.09 AC
98 TOTAL LOTS 38.57 AC

MINIMUM LOT AREA

7,204 SQUARE FEET

WATER SUPPLY & SEWAGE DISPOSAL

EL DORADO IRRIGATION DISTRICT

PROPOSED STRUCTURAL FIRE PROTECTION

EL DORADO HILLS COUNTY WATER DISTRICT

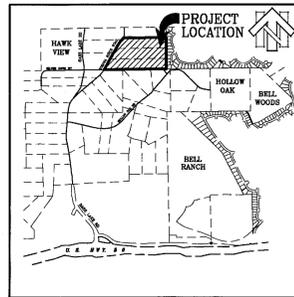
PHASING PLAN NOTICE

THE FILING OF MULTIPLE FINAL MAPS MAY BE COMPLETED FOR THIS PROJECT. THIS PHASING PLAN IS APPROXIMATE ONLY AND BY PROVIDING THIS NOTICE, THE SUBDIVIDER SHALL NOT BE REQUIRED TO DEFINE THE NUMBER OR CONFIGURATION OF THE PROPOSED MULTIPLE FINAL MAPS. (PER THE SUBDIVISION MAP ACT, 2002 EDITION, SECTION 66456.1)

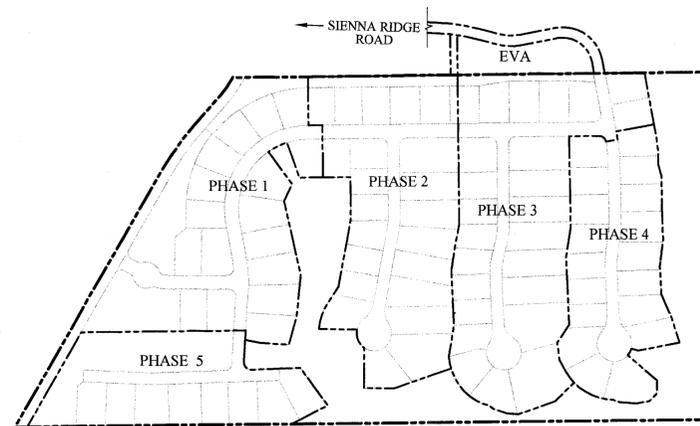
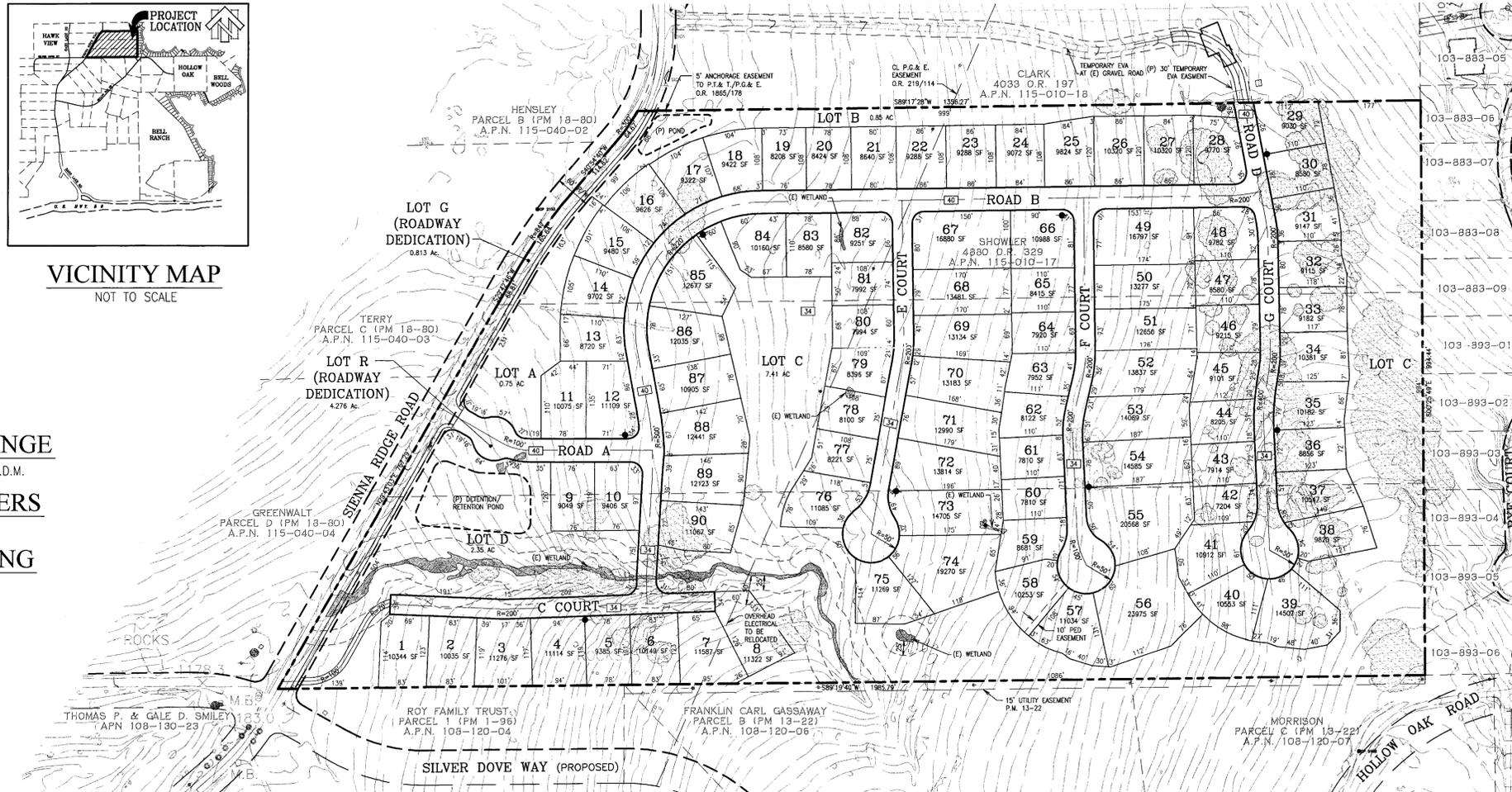
ENGINEER'S CERTIFICATE

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THE LAND DEVELOPMENT KNOWN AS BASS LAKE NORTH HAS BEEN DESIGNED IN ACCORDANCE WITH THE SPECIFICATIONS AND GUIDELINES ESTABLISHED BY THE COUNTY OF EL DORADO.

Olga Scirelli
OLGA SCIORELLI P.E. 71204 DATE 9/21/16



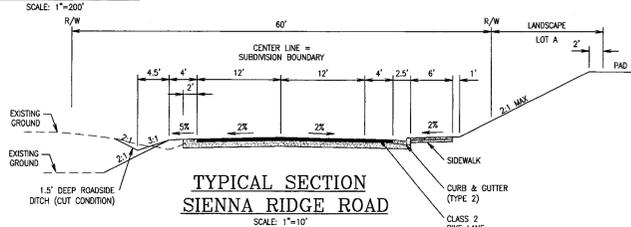
VICINITY MAP
NOT TO SCALE



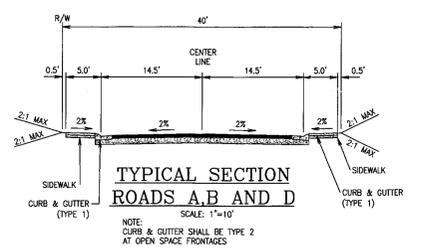
PHASING PLAN
SCALE: 1"=200'

LEGEND

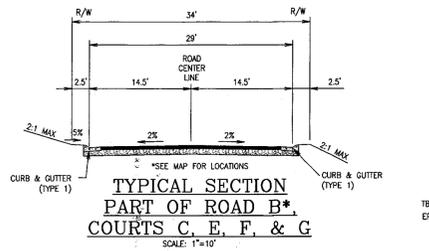
- BOUNDARY
- - - (E) LOT LINES
- - - (E) RW
- LOT LINE
- - - PROPOSED EASEMENT
- FIRE HYDRANT
- ROCK OUTCROPPINGS



TYPICAL SECTION
SIENNA RIDGE ROAD
SCALE: 1"=10'

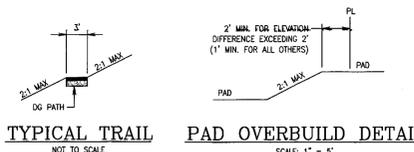


TYPICAL SECTION
ROADS A, B AND D
SCALE: 1"=10'

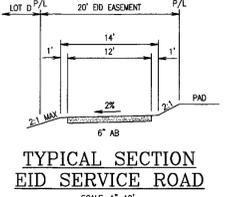


TYPICAL SECTION
PART OF ROAD B*
COURTS C, E, F, & G
SCALE: 1"=10'

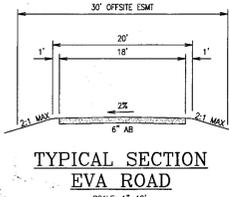
- NOTES:
1. ALL ROAD CROSS SECTIONS ARE TO BE CONSTRUCTED AS SHOWN ON THIS MAP.
 2. ALL ROAD STRUCTURAL SECTIONS SHALL BE BASED ON 'R' VALUE AND T.I.
 3. 12.5' PUBLIC UTILITY EASEMENTS (PUE) TO BE PROVIDED ADJACENT TO ALL ROAD FRONTAGES.



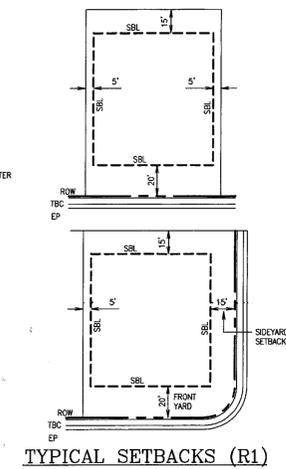
TYPICAL TRAIL
PAD OVERBUILD DETAIL
SCALE: 1" = 5'



TYPICAL SECTION
EID SERVICE ROAD
SCALE: 1"=10'



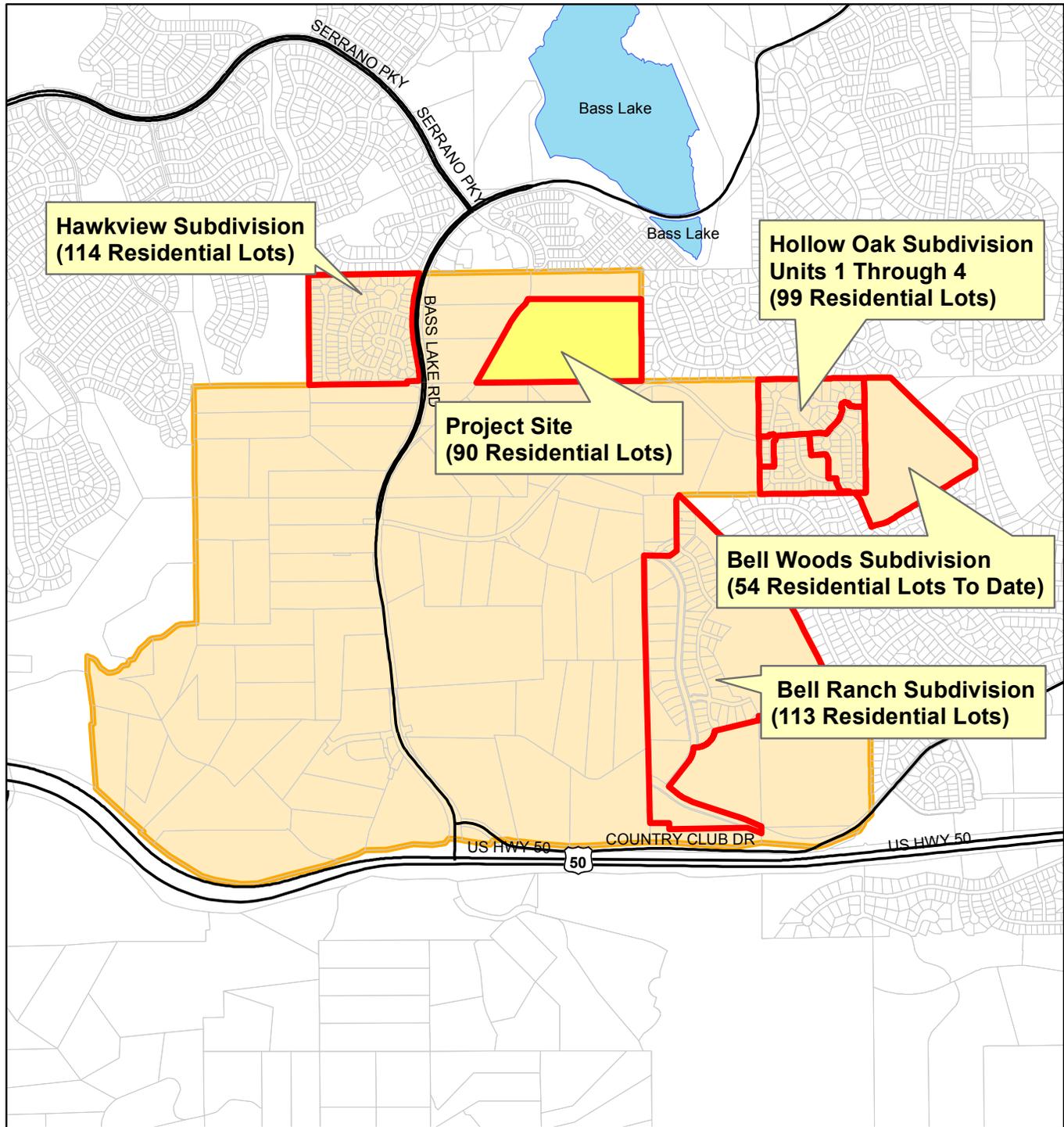
TYPICAL SECTION
EVA ROAD
SCALE: 1"=10'



TYPICAL SETBACKS (R1)
NOT TO SCALE

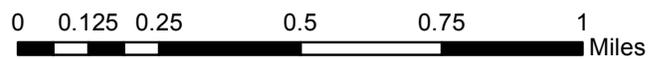
PLANNING COMMISSION: _____
APPROVAL/DENIAL DATE: _____
APPROVED: _____
EL DORADO COUNTY PLANNING COMMISSION
BOARD OF SUPERVISORS: _____
DATE: February 28, 2017
APPROVAL/DENIAL DATE: _____
BY: _____
EXECUTIVE SECRETARY

TM-R29-0002 EXHIBIT K ENTITLED, RECORDED OR COMPLETED SUBDIVISIONS IN THE BASS LAKE HILLS SPECIFIC PLAN AREA



Legend

Bass Lake Hills Specific Plan Area



TM-R19-0002 - EXHIBIT L

Bike Path (3605 lf)
Hwy 50 to Hollow Oak
(B to F)

IMPROVEMENT COST COMPARISONS

Item No.	Description	Quantity	Unit	Unit Price	Total Amount
STREETS & MISCELLANEOUS					
1	Clear and Grub	1.40	ac	\$12,580.00	\$17,612.00
2	Roadway Excavation	1,735	cy	\$11.81	\$20,490.35
3	Add for Export	1,450	cy	\$8.00	\$11,600.00
4	Dust Control	1.40	ac	\$1,000.00	\$1,400.00
5	2.5" A.C.	28,740	sf	\$1.59	\$45,696.60
6	4" A.B.	28,740	sf	\$2.70	\$77,598.00
7	18" Storm Drain	320	lf	\$100.60	\$32,192.00
8	18" FES	2	ea	\$400.00	\$800.00
9	Grated Inlet	2	ea	\$2,810.00	\$5,620.00
10	Fabric Lined Ditch	1,714	lf	\$8.42	\$14,431.88
11	TV Storm Drain	320	lf	\$3.50	\$1,120.00
12	Protective Railing	1,600	lf	\$12.00	\$19,200.00
13	Hand Railing at Existing Box Culvert	30	lf	\$40.00	\$1,200.00
14	Bollards	4	ea	\$900.00	\$3,600.00
15	Signs	4	ea	\$765.00	\$3,060.00
16	Pavement Markings	432	sf	\$4.20	\$1,814.40
17	Thermoplastic Traffic Stripe	3,630	lf	\$0.79	\$2,867.70
18	Utility Pole Relocation/Modification	1	ea	\$15,000.00	\$15,000.00
19	Fence (Type BW, 5 Strand, Metal Post)	1,720	lf	\$16.00	\$27,520.00
Estimated Direct Construction Cost					\$302,822.93
1	Mobilization	3%			\$9,084.69
2	SWPPP Compliance	3%			\$9,084.69
3	Erosion Control Measures	5%			\$15,141.15
Total Estimated Direct Construction Cost					\$336,133.45
1	Engineering	10%			\$33,613.35
2	Dry Utility Design	1.5%			\$5,042.00
3	Construction Staking	4%			\$13,445.34
4	Bond Enforcement	1.5%			\$5,042.00
5	Inspection	4%			\$13,445.34
6	Construction Management	4%			\$13,445.34
7	Contingency	10%			\$33,613.35
Total Soft Cost					\$117,646.71
	B to H Bike Path Grading Reimbursement				\$224,191.00
Total Estimated Cost					\$677,971.16

NOTES:

Assumes alignment on existing ground where feasible instead of at grade w/ Bass Lake Road

Assumes no widening needed at existing box culvert

Soft costs have been set at 25% combined cost, plus contingency. Actual costs may vary.

EXCLUSIONS:

Water quality (permanent BMPs), if applicable

Agency Fees and Plan Check Fees

Easement and/or Right-Of-Way Acquisition (hard and soft costs)

NOA Mitigation, if applicable

Wetland Mitigation and Permitting Fees

TM-R19-0002 - EXHIBIT L

Park and Ride
(100 Finished Space Parking)

IMPROVEMENT COST COMPARISONS

April 2020

Item No.	Description	Quantity	Unit	Unit Price	Total Amount
1	Clear and Grub	1.2	ac	\$12,580.00	\$15,096.00
2	Excavation	900	cy	\$11.80	\$10,620.00
3	Additional Cut	1,900	cy	\$11.80	\$22,420.00
4	Dust Control	1.2	ac	\$1,000.00	\$1,200.00
5	Curb Ramp Truncated Domes	276	sf	\$12.00	\$3,312.00
6	Type 3 Barrier Curb	1,680	lf	\$35.00	\$58,800.00
7	A.C. Saw Cut	100	lf	\$3.00	\$300.00
8	2" Parking Area A.C.	16,577	sf	\$1.50	\$24,865.50
9	3.5" Bus Aisle A.C.	22,034	sf	\$2.60	\$57,288.40
10	6" Parking Area A.B.	16,577	sf	\$1.90	\$31,496.30
11	12" Bus Aisle A.B.	22,034	sf	\$3.40	\$74,915.60
12	Fire Dept Turnaround A.B.	1,675	sf	\$1.90	\$3,182.50
13	Sidewalk	2,794	sf	\$12.50	\$34,925.00
14	Bus Shelter	1	ea	\$30,000.00	\$30,000.00
15	Concrete - Bus Turnout	2250	sf	\$15.00	\$33,750.00
16	Fence (Type BW, 5 Strand, Metal Post)	920	lf	\$20.00	\$18,400.00
17	Pedestrian Ramps	3	ea	\$3,420.00	\$10,260.00
18	Wheel Bumper Stops	13	ea	\$75.00	\$975.00
19	Striping - Parking	1	ls	\$5,000.00	\$5,000.00
20	Stop Signs	1	ea	\$765.00	\$765.00
21	Miscellaneous Signs	6	ea	\$765.00	\$4,590.00
22	18" Storm Drain	600	lf	\$100.00	\$60,000.00
23	Drain Inlet	6	ea	\$3,200.00	\$19,200.00
24	Std. 48" Drain Manhole	2	ea	\$6,500.00	\$13,000.00
25	Rock Outfall/Slope Protection	550	sf	\$12.00	\$6,600.00
26	T.V. Storm Drain	600	lf	\$3.50	\$2,100.00
27	Lighting & Electrical	1	ls	\$119,000.00	\$119,000.00
28	Landscape	8,525	sf	\$8.00	\$68,200.00
	Estimated Direct Construction Cost				\$730,261.30
	Mobilization	3%			\$21,907.84
	SWPPP Compliance	3%			\$21,907.84
	Erosion Control Measures	5%			\$36,513.07
	Total Estimated Direct Construction Cost				\$810,590.04
1	Engineering	11.5%			\$93,217.85
2	Dry Utility Design	1%			\$8,105.90
3	Construction Staking	4%			\$32,423.60
4	Bond Enforcement	1.5%			\$12,158.85
5	Inspection	4%			\$32,423.60
6	Construction Management	4%			\$32,423.60
7	Contingency	12%			\$97,270.81
	Total Soft Costs				\$308,024.22
	Total Estimated Cost				\$1,118,614.26
NOTES:					
Assumes Park & Ride to be located at sw corner of Intersection of Old Bass Lake Road and Country Club Drive					

TM-R19-0002 - EXHIBIT L

Park and Ride
(100 Finished Space Parking)

IMPROVEMENT COST COMPARISONS

April 2020

Item No.	Description	Quantity	Unit	Unit Price	Total Amount
Assumes substantial site import previously completed as a part of Bass Lake Road reconstruction.					
Soft costs have been set at 25% combined cost. Actual costs may vary.					
EXCLUSIONS:					
	Water quality (permanent BMPs), if applicable.				
	Blasting				
	Agency Fees and Plan Check Fees				
	Easement and/or Right-Of-Way Acquisition (hard and soft costs)				
	NOA Mitigation, if applicable				
	Improvements to Old Bass Lake Road and Country Club Drive				
	Wetland Mitigation and Permitting Fees				