

## CONDITIONS OF APPROVAL

**Tentative Map Revision TM96-1321-R-3 and One-year Time Extension TM96-1321-E-2  
Bell Ranch  
Planning Commission/March 24, 2016**

### Conditions of Approval for the Development Plan

1. ~~This~~ The amendments to these conditions of approval and this Tentative Subdivision Map Time Extension Request ~~is~~ are based upon and limited to compliance with the project description, the ~~Planning Commission~~ hearing exhibits marked Exhibits ~~A-FA-O~~, dated ~~April 24, 2008~~ March 24, 2016, and 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 description is as follows:

~~Five~~ One-Year Time Extensions to approved Tentative Subdivision Map (TM96-1321 Bell Ranch) in accordance with Section ~~46120.74.030~~ of the El Dorado County Subdivision Ordinance and Bass Lake Hills Specific Plan.

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 revised 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. All plans must be submitted for review and approval and shall be implemented as approved by the County.

2. 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 Government Code.

The subdivider 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.

County shall notify the subdivider of any claim, action, or proceeding and County will cooperate fully in the defense.

3. The development plan (PD96-0006) for Bell Ranch shall consist of the following: ~~122~~123 total lots consisting of 113 single family lots ranging in size from 13,500 to ~~126,930~~91,649 square feet, with ~~76~~ landscape lots, ~~42~~ open space lots, 1 play field lot, and 1 park site on 112.14 acres.
4. The development plan (PD96-0006) for Bell Ranch (~~Exhibit E~~) shall be in substantial compliance with the Bell Ranch tentative map and the uses described in the revised Development Plan (Exhibit K).
5. The development plan (PD96-06) for Bell Ranch shall conform to the development standards of the One-family Residential-Planned Development (R1-PD) Zone District with the exceptions of a coverage limitation of 45 percent and the following revised setbacks:

Lots 1 - 11

- i. Front - 30 feet minimum
- ii. Rear - 30 feet minimum
- iii. Side - 10 feet minimum

Lots 12 - 113

- i. Front - 20 feet minimum
- ii. Rear - 15 feet minimum
- iii. Side - 5 feet minimum (not height dependent)
- iv. Street Side - 15 feet minimum fronting street

Lot J (if not park)

- i. ~~Front - 30 feet minimum~~
- ~~Rear - 30 feet minimum~~
- ~~Side - 20 feet minimum~~

**Improvement Plans and General Conditions** - Development Plan/Tentative Map

6. Pursuant to Item 9.3.1 of the Bass Lake Hills Specific Plan, the applicant shall agree to reimbursement of El Dorado County for the preparation, adoption, administration, and CEQA mitigation monitoring of the Plan. Fees will be assessed prior to the recordation of the final map and must be paid in full prior to issuance of the first building permit.
7. 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 the Conditions of Approval or by approved Design Waivers) from the County ~~Department of Transportation~~ Division, and pay

~~all applicable fees prior to commencement of any improvements on the project facilities. All improvements shall be consistent with the approved tentative filing of the 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 State of California Handicapped Accessibility Standards, and the California Manual on Uniform Traffic Control Devices (MUTCD).

Curb Returns: All curb returns 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.

8. The developer shall enter into an Improvement Agreement with the County and provide security to guarantee performance of the Improvement Agreement as set forth within the County of El Dorado Major Land Division Ordinance.
9. The final map shall show all utility, road, and drainage easements per the recommendation of the utility purveyors and the County Engineer. The County Engineer shall make the final determination of the location of said easements. Said easements shall be irrevocably offered to the County.
10. If blasting activities are to occur in conjunction with subdivision improvements, the subdivider shall ensure that such blasting activities are conducted in compliance with state and local regulations.
11. If burning activities are to occur during the construction of the subdivision improvements, the subdivider shall obtain the necessary burning permits from the California Department of Forestry and air pollution permits from the County prior to said burning activities.
12. The location of fire hydrants and systems for fire flows are to meet the requirements of the responsible Fire Protection District. The emergency vehicle circulation and the location of hydrants shall be shown on the improvement plans, which shall be subject to the approval of the Fire Protection District.
13. If human remains are discovered at any time during the subdivision improvement phase, the County Coroner and the Native American Heritage Commission shall be contacted per Section 7050.5 of the Health and Safety Code and Section 5097.89 of the Public Resources Code. If archaeological artifacts are discovered, the developer shall retain an archaeologist to make recommendations for the treatment of the artifacts. Treatment of Native American remains or archaeological artifacts shall be the responsibility of the developer and shall be subject to the review and approval of the County Planning Director.

**Roads**

14. This project is subject to El Dorado County traffic fee programs. Said fees shall be due upon the issuance of a building permit. If, prior to the application for a building permit for said project a revised fee is established, such revised amount shall be paid.
  
15. Vehicular Access Restriction: A vehicular access restriction shall be designated along ~~L-Way frontage of Morrison Road affecting lot 12 and lots 2533 through 5128, along M-Way frontage of lots 29 through 32, along R-Way frontage of lots 111 through 113, along Tierra DE Dios frontage of corner lot 1, and also along all landscape lots, except for the driveway easements crossing landscape lots, which shall also be clearly designated at locations approved by the Department of Transportation; the maintenance of driveways should be clearly assigned to the homeowner.~~

Road Design Standards: The applicant shall ~~All construct all roads shall be constructed in~~ conformance with the County Design and Improvements Standards Manual (DISM) and the Bass Lake Hills Specific Plan ~~with the following widths:(BLHSP), modified as shown on the Tentative Map and as presented in Table 1 (the requirements outlined in Table 1 are minimums).~~

ROAD NAME	REFERENCE	ROAD WIDTH	EXCEPTIONS / NOTES
Tierra De Dios Drive (Country Club Drive) <u>on-site</u>	Specific Plan Fig. 4-2, <u>Tentative Map</u> , and Standard Plan 101B	36 foot pavement width (80-foot R/W), plus utility/slope easements	<del>Type 2 vertical curb and gutter and 6 foot sidewalk on both north side and adjacent to park site</del> <u>6-foot sidewalk on one side</u> (See Note R-2 below)
Morrison Road -on-site, through the project ( <u>Subject to Phasing Plan</u> ).	Specific Plan Fig. 4-3 and <u>Standard Plan 101B approved Tentative Map</u>	36 foot <del>curb face to curb face width,</del> (60-foot R/W), plus utility/slope easements	<u>30 MPH Design Speed</u> Type 2 vertical curb and gutter, with 6 foot sidewalk on east side, <del>and 6 foot sidewalk on west side from the most southerly "A" Drive entrance to Tierra De Dios Drive.</del> <u>only</u>
Morrison Road – offsite ( <u>Subject to Phasing Plan</u> )	Specific Plan Fig. 4-3 and <u>Standard Plan 101B approved Tentative Map</u> .	32 foot pavement width (60-foot R/W), plus utility/slope easements	<u>30 MPH Design Speed.</u> <del>No curb, and gutter or-</del> <u>With 6 foot sidewalk on northeast side.</u>

ROAD NAME	REFERENCE	ROAD WIDTH	EXCEPTIONS / NOTES
Tierra De Dios Drive (Country Club Drive)	Specific Plan Fig. 4-2 and Standard Plan 101B	36 foot pavement width (80 foot R/W), plus utility/slope easements	Type 2 vertical curb and gutter and 6 foot sidewalk on both north side and adjacent to park site (See Note R-2 below)
Morrison Road on- site, through the project.	Specific Plan Fig. 4-3 and Standard Plan 101B	36 foot curb face to curb face width, (60- foot R/W), plus utility/ slope easements	Type 2 vertical curb and gutter, with 6 foot sidewalk on east side, and 6 foot sidewalk on west side from the most southerly "A" Drive entrance to Tierra De Dios Drive.
Morrison Road- offsite	Specific Plan Fig. 4-3 and Standard Plan 101B	32 foot pavement width (60 foot R/W), plus utility/ slope easements	No curb and gutter. With 6 foot sidewalk on northeast side.
A Drive	Specific Plan Fig. 4-4 (less than or equal to one acre minimum density) Standard Plan 101B and approved Tentative Map.	38 <del>28</del> foot back of curb to back of curb (50-foot R/W), plus utility/slope easements	25 MPH Design Speed. Caltrans Type 1 rolled curb and gutter*E HMA Dike with 4 foot no sidewalks on both sides (See Note R-1 below)
B Drive, H Circle, M, L and R Way	Specific Plan Fig. 4-4 and Standard Plan 101B Approved Tentative Map	29 ft. back of curb to back of curb**28 feet minimum (50 <del>40</del> -foot R/W), plus utility/slope easements	25 MPH Design Speed. Caltrans Type 1 rolled curb and gutter*E HMA Dike** with 4 foot no sidewalks on both sides (See Note R- 1 below)
Project Cul-de-sacs (C, D, E, G and K Courts)	Specific Plan Fig. 4-4 and Standard Plans 101B and 114 Approved Tentative Map	29 foot back of curb to back of curb**28 feet minimum (50 <del>40</del> -foot R/W), plus utility/ slope easements	25 MPH Design Speed Caltrans Type 1 rolled curb and gutter*E HMA Dike** with 4 foot sidewalks (See Note R-1 below)
Temporary EVA at G Court	Standard Plan 101C	20' wide all weather surface	With 30' wide EVA easement

\* Road widths are measured from curb face to curb face or edge of pavement to edge of payment if no curb. Where HMA Dike is used, road width is measured from flowline to flowline.

\*\*Caltrans Type A HMA Dike or Type 2 vertical curb and gutter (as appropriate) shall be installed adjacent to back-up lots, landscape lots, open space, and park site.

~~\*\*Explanation: Specific Plan Figure 4-4 shows pavement width varies from 24 to 36 foot wide. Figure 4.4 also shows a 3 width for the Type 1 rolled curb and gutter; since the County Standard Plan 104 for Type 1 rolled curb and gutter is actually 2.5 foot wide, the condition reflects a 24 foot pavement width with a 2.5 foot wide rolled curb and gutter on each side resulting in a 29 foot width from back of curb to back of curb as the minimum width for secondary local roads.~~

Sidewalks may be located outside the right-of-way and meander as a means to provide interest and variety in alignment. The alignment and design of the sidewalks shall be reviewed and approved by the ~~Department of~~ Transportation Division prior to filing the final map. Sidewalks shall be connected to any walk/trail systems in the project open space areas. Pedestrian easements to be provided where necessary.

**Note R-1:** The following Design Waivers have been requested:

6. ~~[Deleted.] All sidewalks on secondary local roads i.e. A and B Drive, C, D, E, and G Court, H Circle, M, L, and R Way reduced from 6 to 4 feet and meander as shown on the map. This 4-wide sidewalk is required in the Bass Lake Hills Specific Plan.~~
7. A 40-foot roadway right of way (Lot R) for B and C, D, ~~E~~K, and G Court, H Circle, M, ~~L~~ and R Way. This requested design waiver includes the requirement that the roadways are fully contained within the road right-of-way ~~and that any sidewalk areas not in the road right-of-way are contained within public pedestrian easements.~~
8. Place 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. This requested design waiver includes the requirement that the back of the mountable dike is at the same location as the back of rolled curb and gutter as shown on Figure 4-4 of the Bass Lake Hills Specific Plan.
9. Install a short transitional 'neck' down ~~of~~ the secondary local roads as shown on the tentative map. This requested design waiver includes the requirement that the roadway geometry will adequately accommodate the turning movements based on the standard El Dorado Hills Fire Department turning radius requirements (56-foot outside radius and 40-foot inside radius); any modifications to this requirement must be approved by the El Dorado Hills Fire Department. The requested neck down cannot result in less roadway width than is required in Figure 4-4 of the Bass Lake Hills Specific Plan.
- e. ~~Allow~~ At the option of the developer, allow enhanced raised, landscape medians in Morrison Road at the two A Drive entrances. The request for generous landscaped medians in Morrison Road, at the entrances to the project, is acceptable to the ~~Department of~~ Transportation Division subject to acceptable maintenance provisions and appropriate design and review and approval by the ~~Department of~~ Transportation Division at the plan review

and permitting phase. Traffic lanes of Morrison Road next to raised medians must be a minimum of 14 feet in order to allow room for striping and separation for the vehicle wheels. The Islands must be landscaped (landscaping and irrigation plans must be submitted with the improvement plans), and the El Dorado Hills Community Services District must establish the mechanism to assume the responsibility for maintenance prior to acceptance of roadway improvements. The design of Morrison Road and related intersections, during the plan review and permitting phase, must demonstrate that, as a minimum, the geometry will adequately accommodate both the turning movements based on the standard El Dorado Hills Fire Department turning radius requirements (56-foot outside radius and 40-foot inside radius) and based on the Caltrans Bus Design Vehicle, to the satisfaction of the ~~Department of Transportation~~ Division.

**Note R-2:** The design of Tierra De Dios must provide a left turn lane for eastbound traffic turning north on Morrison Road or present a traffic report that must be approved by the ~~Department of Transportation~~ Division demonstrating why a turn lane is not necessary within the General Plan horizon. An allowance must be provided in the roadway width for 14-foot traffic lanes next to any raised medians on Tierra De Dios Drive. In addition, any roadway area dedicated to turn lanes and medians must be in addition to the 36-foot pavement width indicated in the Specific Plan; this basic pavement width will assure adequate roadway area to accommodate bicycle traffic. Sidewalk may meander or be parallel to roadway – final design to be determined at the time the improvement plans are prepared.

16. ~~[Deleted.] An irrevocable offer of dedication, in fee, for the required rights of way (R/W) as indicated in the above table shall be made for all the proposed roads, with slope easements where necessary. Said offer will be rejected for internal subdivision roadways at the time of the final map, in which case, a homeowner's agreement and association, or other entity acceptable to the Department of Transportation, shall be established in order to provide for the long term maintenance of the roads and roadway landscaping.~~
17. Offer of Dedication: 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 offers 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 Internal Roadways may be maintained privately by a Homeowner's Association or other entity acceptable to County. In which case, the above listed offers of dedication will be rejected by the County. This option does not apply to Morrison Road.

~~Developer shall submit complete applications for Irrevocable Offers of Dedication (IOD) for the portions of Morrison Road outside of the subdivision boundary to the Right of Way unit~~

~~of the Department of Transportation. The applications will thereafter be processed and forwarded to the Board of Supervisors for action.~~

18. Bus turnouts and shelters shall be constructed at locations required by El Dorado Transit and the appropriate school district.
19. No freestanding walls, fences, or retaining walls are allowed in the road right-of-way, except at the discretion of the Transportation Division.
20. Primary and emergency vehicle~~secondary roadway~~ access to the road network shall be constructed prior to the first building permit being issued for any residential structure except where the issuance of building permits is for model homes which shall be unoccupied. Primary access shall be to either Bass Lake Road or Country Club Drive. A secondary access must be to a primary or secondary roadway in the designated alignment defined in the Specific Plan or by emergency vehicle access and to the satisfaction of the ~~Department of Transportation Division~~ and the Fire District.
21. 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.

~~This 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). In addition, excepting for model homes, certificates of occupancy will not be issued for any residential structures until the PFFP Phase I improvement requirements (anticipated to be~~

accomplished through the requirements of the Hollow Oak Subdivision) are substantially complete, as determined by the Department of Transportation.

22. ~~Off-site improvements consistent with Phase 1A requirements of the adopted PFFP shall be completed in compliance as set forth within the Bass Lake Hills Specific Plan (BLHSP), the Bass Lake Hills Specific Plan Public Facilities Financing Plan (PFFP), and the related development agreement, including but not limited to the following. If one of the other two projects included in Phase 1A constructs the improvements, this project shall pay its fair share based on the PFFP leveling methodology. The following are the required improvements:~~

~~The applicant may enter into a reimbursement agreement with the County for providing for reimbursement of the funds provided by the applicant and used for the construction, or for construction related activities, of the improvements in items a., b., c., and j. above to the extent they are included as eligible in the applicable County and Specific Plan fee programs. Reimbursement shall be consistent with the PFFP and the *El Dorado County Department of Transportation Guidelines for Traffic Fee Program Reimbursement Projects*, including the requirement that the project is bid consistent with the State of California Public Contract Code.~~

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 for Hawk View Ridge Subdivision TM 00-1371R.
- 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.

- 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 project applicant shall pay its TIM fees toward the 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.
  - 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.

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, in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application).

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.

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.

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

23. ~~The applicant shall secure approved plans, must enter into a Road Improvement Agreement, or Subdivision Improvement Agreement, with the County, and all necessary right-of-way shall be acquired prior to approval of the first final map for the following PFFP requirements: construct Country Club Drive (G-H) with frontage improvements, and construct school infrastructure (water and sewer).~~

The applicant shall provide the County with improvement plans and all necessary right-of-way prior to the first certificate of occupancy for the school site infrastructure (water and sewer).

In the event that the eminent domain process must be implemented to acquire right-of way, this right-of-way requirement shall be deemed satisfied by the developer entering into an agreement for condemnation proceedings with the County Counsel together with a deposit of funds as required by County Counsel, or alternative arrangement to the satisfaction of the Department of Transportation Division. ~~The road improvements must be determined to be substantially complete by the County Department of Transportation prior to issuance of a certificate of occupancy for any number of units greater than one half of the project units.~~

24. ~~[Deleted.] All necessary 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 the developer 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 Department of Transportation.~~

~~The Phase IA projects, collectively, shall be responsible for design of the total park and ride lot, and the construction of no less than 35 spaces together with related facilities and standard encroachment into the County Roadway. These improvements must be substantially complete, as determined by the Department of Transportation, prior to the issuance of a certificate of occupancy for any number of units greater than one half of the units for the subdivision project advancing the construction, unless alternative arrangements have the agreement of the El Dorado County Transit Authority. The improvement plans must be approved concurrently with the approval of the improvement plans for the internal subdivision improvements. In order for these improvements to be eligible for either credit or reimbursement from the Bass Lake Hills Public Facilities Fee, the project must be publicly bid consistent with the Public Contracts Code of California.~~

25. Bass Lake Specific Plan Primary Local Roads: Morrison Road is in the BLHSP as a Primary Local Road and is subject to the provisions of the PFFP. At the option of the subdivider, on-site Morrison Road may be constructed in phases concurrently with each phased final map, or constructed at one time with the first final map. The first final map recorded shall provide a connection from Country Club Drive to the subdivision.

Morrison Road shall be constructed to minimum fire safe standards and connecting to Hollow Oak Road concurrently with the final map creating the 25th lot, unless other access arrangements are acceptable to the County Transportation Division and Fire District.

Off-site Morrison Road shall be constructed fully from Country Club Drive to Hollow Oak Road concurrently with the final map creating the 79th lot, unless other access arrangements are acceptable to the County Transportation Division and Fire District.

~~Construct Morrison Road (J-1) without off-site frontage improvements. These improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of any residential structures in the subdivision. The improvement plans must be~~

~~approved concurrently with the approval of the improvement plans for the internal subdivision improvements. In order for these improvements to be eligible for either credit or reimbursement from the Bass Lake Hills Public Facilities Fee, the project must be publicly bid consistent with the Public Contracts Code of California.~~

26. Encroachment Permit(s): The applicant shall obtain an encroachment permit from County for work connecting to existing Tierra De Dios Drive and Hollow Oak Road. The 'A' Drive connections to Morrison Road shall be constructed to County Standard Plan 103C, modified as shown on the approved Tentative Map.

~~Off-site improvements consistent with Phase IA requirements of the adopted PFFP shall be completed in compliance as set forth within the Bass Lake Hills Specific Plan, the Bass Lake Hills Specific Plan Public Facilities Financing Plan, and related Environmental Impact Reports. Construction of the improvements to the Bass Lake/U.S. Highway 50 interchange area includes:~~

- ~~1. A west bound 2 lane on ramp;~~
- ~~2. An east bound 2 lane off ramp;~~
- ~~3. On ramp traffic metering;~~
- ~~4. Widening at the Bass Lake Road/Eastbound off ramp intersection area to provide:
  - ~~a) Dual eastbound left turn lanes;~~
  - ~~b) A shared eastbound right/through lane;~~~~
- ~~5. Two 12 foot northbound through lanes and 1 12 foot southbound lane plus 2 foot shoulders between the eastbound and westbound ramp intersections.~~

~~The applicant shall submit bid ready documents prior to the issuance of the first certificate of occupancy. Improvements identified must be substantially complete prior to the issuance of the 81st certificate of occupancy.~~

~~At the discretion of the Director of the Department of Transportation, rather than construct the improvements described above, applicant shall pay an in-lieu fee equivalent to the full cost of constructing, designing, and permitting the improvements.~~

~~The cost of constructing these improvements, or the in-lieu fee if that option is chosen by the Department of Transportation, shall not be reimbursable by the County through its road fee programs but is eligible for reimbursement from the Public Facilities Financing Plan (PFFP) fees.~~

27. Common Fence/Wall Maintenance: The responsibility 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).

~~An executed contract to perform the Project Study Report (PSR) for the Highway 50/Bass Lake Road Interchange shall be submitted to the Department of Transportation prior to~~

~~approval of the first final map. The contract will be between the applicant and a consultant acceptable to the County and will include a scope of work that is satisfactory to the County Department of Transportation. In addition, the applicant shall enter into an agreement with the County to guarantee the completion of this PSR and shall provide security equal to the estimated cost of the PSR. At the sole discretion of the Department of Transportation, the Department of Transportation may decide to prepare this Project Study Report directly through either a consultant contract or the use of staff, in which case the Developer would be required to fund the cost of PSR preparation and processing~~

~~At the discretion of the Director of the Department of Transportation, this requirement may be deleted.~~

28. Onsite Landscape and irrigation plans shall be included in the project improvement plans and cost estimates and shall be reviewed by the El Dorado Hills Community Services District and be subject to review and approval by the El Dorado County Planning Department Development Services Division; the Department of Transportation Division will review the plans for matters concerning roadway safety and sight distance.

### *Drainage*

29. The applicant shall construct the detention facilities as identified in the project drainage analysis prior to issuance of building permits. Detention facilities shall be designed in accordance with the County of El Dorado Drainage Manual, including provisions for maintenance and vehicular access.
30. An irrevocable offer of dedication of drainage easement shall be made for the project drainage and detention facilities. A homeowner's agreement and association, or other entity, shall be established in order to provide for responsibility and maintenance of the detention facilities.
31. Drainage Study/NPDES Compliance: The project drainage plan facilities and system shall conform to the BLHSP, County Drainage Manual and County Storm Water Management Plan (SWMP)(2003).

At the option of the subdivider, construction and/ or implementation of Site Design Measures, Source Control Measures, and/or Low Impact Development (LID) Design Standards consistent with the California State Water Resources Control Board (SWRCB) Water Quality Order No. 2013-0001-DWQ (Order) may be implemented in lieu of measures identified in the SWMP.

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.

~~A final drainage plan shall be prepared in accordance with the County of El Dorado Drainage Manual, subject to review and approval by the Department of Transportation. Drainage facilities shall be designed and shown on the project improvement plans consistent with the final drainage plan, the Bass Lake Hills Specific Plan, and the County's Stormwater Management Plan. The developer shall install said drainage facilities with the respective phase of construction, or as specified in the final drainage plan.~~

32. Drainage (Cross-Lot): Cross lot drainage shall be avoided wherever possible. When concentrated cross lot drainage does occur or when 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 ~~v-ditch~~ open channel, to either a natural drainage course of adequate size or an appropriately sized storm drain system ~~within the public roadway~~. The Grading and Improvement plans shall show drainage easements for all on-site drainage facilities where required.
33. 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.

~~The subdivider shall be required to form a County Service Area Zone of Benefit (ZOB) to fund the maintenance and improvement services to assure the proper storm water conveyance of the facilities. The funding mechanism for these services must be established prior to approval of the final map and shall include a provision for future increased funding requirements. It is recommended that a special tax with an escalator clause be used as the funding mechanism.~~

34. The final map shall show all drainage easements consistent with the County of El Dorado Drainage Manual, the project final drainage plan, and the project improvement plans.
35. The subdivider shall obtain irrevocable Offers of Dedication and/or drainage easements to the County for public drainage purposes, and shall process same through the County, for offsite drainage easement rights across properties subject to the Specific Plan Development Agreement, to the satisfaction of the ~~Department of Transportation~~ Division, to accommodate any offsite storm water facilities needed to convey concentrated storm water from the project boundary downgradient to an existing established waterway. Subdivider shall design and install any offsite storm water facilities as necessary to the satisfaction of the ~~Department of Transportation~~ Division.

### **Grading**

36. ~~[Deleted.] Portions of this project are proposed for mass pad grading. Section 15.14.460 of the County of El Dorado Grading, Erosion and Sedimentation Ordinance (Amended~~

~~Ordinance 4170, 8/20/91) states that a mass pad grading project application shall be transmitted for comment to the Supervisor of the district where the project is located, prior to the issuance. The district Supervisor will be allowed fifteen (15) calendar days to respond, before the grading permit is issued.~~

37. Subdivision improvements shall include rough grading of driveways for all lots with street cuts or fills along the frontage of six feet or more difference in elevation, or as found necessary for reasonable access by the County Engineer. Construction of said driveways shall conform to the Design and Improvements Standards Manual and the Encroachment Ordinance.
38. Grading plans shall be prepared in substantial conformance with the preliminary grading plans submitted for Bell Ranch and submitted to the El Dorado County Resource Conservation District (RCD) and the ~~Department of Transportation~~ Division. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the ~~Department of Transportation~~ Division shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. The County shall issue no building permits until the ~~Department of Transportation~~ Division approves the final grading and erosion control plans and the grading is completed.

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.

39. The timing of construction and method of revegetation shall be coordinated with the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the ~~Department of Transportation~~ Division. The ~~Department of Transportation~~ Division shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15.
40. Improvement Plans shall incorporate protective measures toward existing oak trees pursuant to Volume IV, Design and Improvement Standards Manual, Oak Tree and Wetlands Preservation Requirements and Specifications (County Resolution No. 199-91).
41. Erosion control and drainage design from residential areas into the open space areas shall employ natural appearing methods. The use of native plant materials is required where revegetation is proposed.

42. Should asbestos-containing rock be exposed during grading, construction of roads, excavation for underground facilities, building foundations, or any construction related activity, Section 8.44 of the County of El Dorado County Asbestos and Dust Protection Ordinance (Ord. 4548 adopted 1/4/2000, Amended by Ord. 4360 adopted 5/13/2003) shall apply.

***Fire Department***

43. The potable water system for the purpose of fire protection for this residential development shall provide a minimum fire flow of 1,000 gpm with a minimum residual pressure of 20 psi for two-hour duration. This requirement is based upon a single family dwelling ~~3,600~~ 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 ~~for this rate~~ for this development. A set of engineering calculations reflecting the fire flow capabilities of the system shall be supplied to the Fire Department for review and approval prior to the approval ~~of the improvement plans.~~
44. This development shall install Mueller Dry Barrel fire hydrants ~~conforming to~~ any hydrant approved by the 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 fire hydrant shall be determined by the Fire Department prior to the approval of the improvement plans. Fire hydrants need to be added to Morrison Road at 500' intervals.
45. 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 the Fire Safe Regulations which shall be included in the improvement plans.
46. In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to framing of any combustible members as specified by El Dorado Hills Fire Department Standard B-003-03 ~~which shall be included in the improvement plans.~~
47. The open space Lot K between the two developments has no access for emergency personnel and equipment to suppress a wildland fire within this area. The applicant shall be required to provide not less than three (3) all-weather access roadways suitable for fire apparatus to drive on into this area in accordance with Fire Department requirements which shall be included in the improvement plans.
48. The lots that back up to Wildland Open Space shall be required to use non-combustible type fencing ~~prior to approval of the improvement plans.~~
49. This project may be phased so long as dead end roads do not exceed 800' or 24 parcels; whichever comes first, or as otherwise acceptable to the satisfaction of the fire district.

~~During any phase of construction, this development shall be required to provide two independent, non-obstructed points of access prior to approval of the improvement plans.~~

50. The driveways serving this project shall be designed to be in accordance with the El Dorado County Code prior to approval of the improvement plans. Driveways serving this project shall be designed to a maximum of 16% grade and can be increased to 20% if paved. If there are any driveways in excess of 20 percent, the design must go back to the fire district for review.
51. This development shall ~~be conditioned to develop and implement a~~ revise the Wildland Fire Safe Plan dated October 2005 to reflect the new changes to the development, lot numbering and access changes. This revised Wildland Fire Safe Plan shall be ~~that is~~ approved by the Fire Department prior to ~~recording the final map~~ approval of the improvement plans.
52. This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway ~~prior to approval of the improvement plans.~~
53. ~~[Deleted.]The construction of Morrison Road shall be deemed substantially complete by the Department of Transportation prior to issuance of building permits other than model homes that shall be left unoccupied.~~
54. The development shall provide an all-weather access roadway designed in accordance with Fire Department requirements that provide access to the open space Lot B, and pedestrian gates in any field fencing erected along the western boundary of lots 1 through 11 Lot B to provide access for the fire-fighting personnel to the properties west of the development.

#### ***Resource Conservation District***

55. The project will need to implement erosion control measures (including runoff control measures and soil stabilization measures) and sediment control measures (e.g., straw rolls, sediment fence, sediment basins). The types of practices chosen are site-specific and dependent on the time of year construction activities occur.
56. The applicant shall prepare a Stormwater Pollution Plan (SWPPP) that incorporates Best Management Practices (BMPs) to contain pollutants on the project site and prevent pollutants from entering stormwater runoff. BMPs shall be incorporated into the construction contract documents. The SWPPP shall be prepared prior to approval of the improvement plans.

#### ***Environmental Management-Air Pollution Control District***

57. Project emissions of ROG, NOX, and PM-10 need to be quantified using either the URBEMIS 7G for windows 5.1.0 or similar model that is acceptable to the District. In addition, District Rule #223 addresses the regulation and mitigation measures for fugitive dust emissions - Rule 223 shall be adhered to during the construction process. In addition,

prior to the issuance of any grading or construction permits for the project, the applicant shall submit, as determined by the El Dorado County Air Quality Management District (AQMD), a Fugitive Dust Plan (FDP) application and/or an Asbestos Dust Mitigation Plan (ADMP) application may be required for submittal to and approval by the District prior to beginning project construction.

58. It is the understanding of the District that this area is known to have soil bearing asbestos. Therefore compliance with "Title 17 Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations" of the California Code of Regulations will be mandatory prior to approval of the improvement plans.
59. Project construction involves road development and should adhere to District Rule 224 Cutback and Emulsified Asphalt Paving Materials and the county ordinance concerning asbestos dust prior to the approval of the improvement plans.
60. A health risk assessment shall be prepared when the project will emit toxic air contaminants. Airborne toxic pollutants expected to be generated by the project must be identified. In addition, it must be determined if a project is to be located in an area which may impact existing or planned schools or facilities with the potential to emit toxic or hazardous pollutants. A potential airborne toxic pollutant to consider is asbestos in asbestos-containing serpentine. Applicant will assist the District in preparing a public notice in which the proposed project for which an application for a permit is made is fully described and complies to Health and Safety Code 42301.6. The risk assessment must address the pollutants and potential impacts on public health prior to the approval of the improvement plans.
61. Burning of wastes that result from Land Development Clearing must be permitted through the Air Pollution Control District. Only vegetative waste materials may be disposed of using an open outdoor fire prior to approval of the improvement plans.
62. The project construction will involve the application of architectural coating, which shall adhere to District Rule 215 Architectural Coatings prior to approval of the improvement plans.
63. Prior to construction/installation of any new point source emissions units or non-permitted emission units (i.e., gasoline dispensing facility, boilers, internal combustion engines, etc.), authority to construct applications shall be submitted to the District. Submittal of applications shall include facility diagram(s), equipment specifications and emission factors prior to approval of the improvement plans.

***County Surveyor***

64. All survey monuments must be set prior to the presentation of the final map to the Board of Supervisors for approval, or the developer shall have surety of work to be done by bond or

cash deposit. Verification of set survey monuments, or amount of bond or deposit, to be coordinated with the County Surveyor's Office.

65. The roads serving the development shall be named by filing a completed Road Name Petition with the County Surveyors Office prior to filing the final map.

***Community Services District***

66. The project includes a 5.77 acre park site, identified as Lot J, which will be offered for dedication to the El Dorado Hills Community Services District. If the parkland dedication is accepted, there will be a credit against Quimby fees; otherwise Quimby in-lieu fees shall be paid in accordance with County policy prior to recordation of the final map. In the event the subdivision is subject to the 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 EDHCSD reserves the right to select either Lot J or residential Lot 1 for the park site. A minimum of ninety (90) days prior to submitting the final map to Planning Services, the developer shall offer Lots 1 and J to the EDHCSD. The EDHCSD shall then have 90 days to accept one of the lots or reject the offer of park dedication. If no action is taken by the EDHCSD within 90 days, the decision of whether and where to locate a park site shall be determined by developer and shown on the final map submittal.~~

~~Depending on the option chosen by the EDHCSD, one of the following alternatives shall be shown on the final map submittal:~~

- ~~a. Park site on Lot J—Dedicate Lot J to the EDHCSD (access provided through Lot C with a County approved encroachment off of Tierra de Dios Drive); Lot 2 designated as a residential lot (access off of Morrison Road);~~
- ~~b. Park site on Lot 1—Dedicate Lot 1 to the EDHCSD (access off of Morrison Road); Lot J a residential Lot A (access provided through Lot C with a County approved encroachment on to Tierra de Dios Drive);~~
- ~~c. Omit Park Site—Lot 1 a residential lot (access off of Morrison Road); Lot J designated as a Neighborhood Service Zone (access provided through Lot C with a County approved access on to Tierra de Dios Drive);~~
- ~~d. Omit Park Site—Lot J a residential lot (access provided through Lot C with a County approved access on to Tierra de Dios Drive); Lot 1 reconfigured and merged into Lots 2, 3, 4, and 5; or~~

- e. ~~Private Park on Lot J Grant to a Homeowner's Association for ownership and maintenance (access provided through Lot C with a County approved access on to Tierra de Dios Drive).~~
67. The project is subject to the EDHCSD 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).
68. EDHCSD requires that all utilities be underground. Underground drainage is also recommended to avoid the safety hazards and maintenance problems of open ditches.
69. 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.
70. Sidewalks and pedestrian/bicycle paths shall comply with the BLHSP. The proper shoulder widths, bikeway widths, striping and signage will be required and should be noted on the plans.
71. Cable television access should be made available to all homes and the development should allow for joint trenching.
72. The El Dorado Hills CSD will provide mandatory waste management services for the residences, including recycling services.
73. Prior to final map approval, a streetscape plan for projects located on all primary local roads shall be submitted for review and approval by the El Dorado Hills CSD.
74. 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.
75. The homebuilders will install the front yard landscaping.
76. ~~Pursuant to Section 4.13 #10 of the Bass Lake Hills Specific Plan, no parking is allowed on Tierra De Dios or Morrison Road. Therefore, to~~ gain access to the park site, a driveway encroachment must be constructed to Department of Transportation Division requirements and on-site parking on the park site must be provided, allowing for vehicles to exit the site in a forward direction, to the satisfaction of the El Dorado Hills Community Services District and Planning Services at the time of park site improvement. ~~These improvements must be~~

~~substantially complete, as determined by the Department of Transportation, prior to occupancy of any residential structures in the subdivision. The improvement plans must be approved concurrently with the approval of the improvement plans for the internal subdivision improvements.~~

### **Other**

77. Regulatory Permits and Documents: All regulatory permits or agreements between the Project and any State or Federal Agency shall be provided to the Transportation Division with the Project Improvement Plans. These project conditions of approval and all regulatory permits shall be incorporated into the Project Improvement Plans.
78. Electronic Documentation: Upon completion of the improvements required, and prior to acceptance of the improvements by the County, the developer will provide a CD to TD with the drainage report, structural wall calculations, and geotechnical reports in PDF format and the record drawings in TIF format.
79. Prior to issuance of the first building permit, the developer shall submit to the County a proposed update to the Bass Lake Hills Public Facilities Financing Plan, including an update to the plan area fee program.
80. Prior to recordation of a final map, a valid facility improvement letter (FIL) shall be issued by the El Dorado Irrigation District (EID) for the subdivision, a new Facility Plan Report (FPR) shall be reviewed and approved by the EID, and improvement plans shall be reviewed and approved by EID. Previously approved and expired plans and reports may be used as templates for new submittals to EID.

### **Mitigation Monitoring and Reporting Program**

- ~~81.~~ 77. The applicant shall comply with the Mitigation Monitoring and Reporting Program (MMRP) as a condition of project approval. Implementation of the MMRP shall be enacted as set forth by Table 3.0-1 of the MMRP prepared for the project and attached hereto.

### **Subdivision Requirements of Law**

NOTE: The subdivision requirements as noted herein are provisions of County law either by Ordinance or Resolution and typically apply to all subdivisions. They do not represent all laws - which may be applicable to the subdivision, but do reflect obligations for which the subdivider should be aware of as the project proceeds toward final map submittal.

1. Improvement plans for on-site and off-site road improvements shall be prepared by a registered civil engineer and shall be subject to County ~~Department of Transportation~~ Division approval.

2. The final map shall show all utility, road and drainage easements per the recommendation of the utility purveyors and the County Engineer. Final determination of the location of said easements shall be made by the County Engineer. Said easements shall be irrevocably offered to the County.
3. The developer shall obtain approval of construction drawings and project improvement plans consistent with the Subdivision Design and Improvement Standards Manual and cost estimates from the County ~~Department of Transportation~~ Division and pay all applicable fees prior to commencement of any improvements on the public street and service facilities. All improvements shall be consistent with the approved tentative map.
4. The construction of all required improvements shall be completed with the presentation of the final map to the Planning Director before presentation of the final map to the Board of Supervisors for its approval. For improvements not completed, the subdivider shall provide a 100 percent performance surety and a 50 percent labor and materialmen surety by separate bond, cash deposit, assignment, or letter of credit from a financial institution. For improvements which have been completed, the subdivider shall provide a ten percent maintenance surety in any of the above-mentioned forms. Verification of construction, or partial construction, and cost of completion shall be determined by the County ~~Department of Transportation~~ Division.
5. Subdivision improvements shall include driveways for all lots with street cuts or fills along the frontage of six feet or more difference in elevation, or as found necessary for reasonable access by the County Transportation Director. Driveways shall be installed in a manner and location acceptable to the County ~~Department of Transportation~~ Division and shall meet standard County driveway requirements.
6. All grading plans shall be prepared and submitted to the EL Dorado County Resource Conservation District (RCD) and the ~~Department of Transportation~~ Division. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the ~~Department of Transportation~~ Division shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. No building permit shall be issued by the County until final grading plans and erosion control plans are approved by the ~~Department of Transportation~~ Division and the grading is completed.
7. The timing of construction and method of revegetation shall be coordinated by the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the ~~Department of Transportation~~ Division. The ~~Department of Transportation~~ Division shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15.

8. Improvement plans shall incorporate protective measures toward existing oak trees per Volume IV, Design and Improvement Standards Manual, Oak Tree and Wetlands Preservation Requirements and Specifications (County Resolution No. 199-91).
9. All survey monuments shall be set prior to the presentation of the Final Map to the Board of Supervisors for approval; or the developer shall have a surety of work to be done by bond or cash deposit and shall provide 50 percent labor and materials bond. Verification of set monuments, work completed, or work to be completed, and cost of completion is to be determined by the County Surveyor.
10. All roads shall be named by filing a completed road naming petition for each proposed road with the county Surveyor's office prior to filing the final map.
11. The location of fire hydrants and systems for fire flows are to meet the requirements of the responsible fire protection district. The location of hydrants shall be shown on the improvement plans which shall be subject to the approval of the fire protection district.
12. If blasting activities are to occur in conjunction with subdivision improvements, the subdivider shall ensure that such blasting activities are conducted in compliance with state and local regulations.
13. If burning activities are to occur during the construction of the subdivision improvements, the subdivider shall obtain the necessary burning permits from the California Department of Forestry and air pollution permits from the County prior to said burning activities.
14. 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).
15. If human remains are discovered at any time during the subdivision improvement phase, the County Coroner and Native American Heritage Commission shall be contacted per Section 7050.5 of the Health and Safety Code and Section 5097.89 of the Public Resources Code. The procedures set forth in Supplementary Document J, Section VIII, of the California Environmental Quality Act (CEQA) Guidelines concerning treatment of the remains shall be followed.
16. If archaeological sites or artifacts are discovered, the subdivider shall retain an archaeologist to evaluate the resource. If the resource is determined to be important, as defined in Section 15064.5 of the CEQA Guidelines, mitigation measures, as agreed to by the subdivider, archaeologist, and ~~Planning Department~~ Development Services Division shall be implemented. Treatment of Native American remains and/or archaeological artifacts shall be

the responsibility of the subdivider and shall be subject to review and approval by the County Planning Director.