

**TM98-1356-E/Promontory Villages 1-5** – As approved by the Planning Commission on September 11, 2014

**Conditions of Approval**

- I. This time extension is based upon and limited to compliance with the project description, the Planning Commission hearing exhibit marked Exhibit E and original 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 would constitute a violation of permit approval.

Time extension to approved Promontory Villages 1-5 Tentative Map for four years to June 24, 2018 pursuant to the Promontory Specific Plan Development Agreement and Subdivision Map Act Section 66452.6(a)

**The following are the original conditions of approval for the Promontory Villages 1-5 Tentative Map (based on TM98-1356R)**

**IMPROVEMENT PLANS & GENERAL CONDITIONS ROADS**

1. Green Valley Road shall be widened from the Russell Ranch Road Intersection to the intersection of Francisco Drive. As a minimum, the widening shall include: a) two eastbound lanes; b) one westbound lane, and; c) a continuous two-way left-turn lane along commercial frontage (approximate Station 1+530 to Station 1+740). Said widening shall conform to the existing improvements just west of Francisco Drive at approximate Station 3+300. Said widening shall include left-turn pockets at existing public road intersections and be consistent with the widths, alignment, and structural section of the ultimate facility.

As an alternative, the ultimate improvements to Green Valley Road or portion thereof, may be constructed if it is determined that construction of the ultimate improvements is more convenient, feasible, and beneficial.

The intersection of Russell Ranch Road and Green Valley Road shall be improved to provide: a) an exclusive westbound left-turn lane; b) an exclusive eastbound right-turn lane; c) dual northbound left-turn lanes, and; d) an exclusive northbound right-turn lane. These intersection improvements shall be consistent with the widths, alignment, and structural section of the ultimate facility.

The County shall cause the improvements contained in this condition to commence prior to the issuance of the first building permit in Villages 1-5. The developer shall be

responsible for advancing the full funding for these improvements, subject to a reimbursement/credit agreement executed between the developer and the County.

2. Russell Ranch Road shall be constructed to an improved (total) interim width of 40' (two-lane roadway), consistent with the alignment and structural section of the ultimate facility. Construction from Green Valley Road to H3 Street shall occur with the first phase. Construction from H3 Street to ES Street shall occur with any subsequent phase in Villages 1, 3, or 5.
3. Construction of through circulation from Russell Ranch Blvd. to Brittany Way shall occur with the first phase (H3 street to A5 Street, A5 Street to Brittany Way, and Brittany Way).
4. All roads shall be constructed in conformance with the Design and Improvements Standards Manual with the following widths:

**Village 1**

ROAD NAME	Promontory Reference	ROAD WIDTH	EXCEPTIONS/NOTES
<u>A1 Street:</u> Lot 1 to Lot 59	Upland Two Way Road	*28 ft (36 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type I Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4'sidewalk on downhill, Lot side only; parking (*required) on downhill lot side or bays.
<u>A1 Street:</u> Lot 59 to Intersection of B1 Street	Upland Two Way Road	28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; parking bays not required ADT <350.
<u>B1 Street:</u> Intersection CI Street to Intersection of A I Street	Upland Two Way Road	28 ft (36 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type I Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4'sidewalk on downhill, Lot side only; parking bays not required ADT <350.
<u>B1 Street:</u> Intersection A I Street to Intersection of	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type I Rolled curb & gutter; 4' sidewalks on both sides; *parking required.

<u>C1 Street:</u> Intersection B1 Street to Intersection of A1 Street	Upland Two Way Road	28 ft (36 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type 1 Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4' sidewalk on downhill, Lot side only; parking bays not required ADT <350.
<u>D1 Street:</u> Intersection A1 Street to Intersection of	Upland Two Way Road	28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; Vehicular Access Restriction - No On-Street Parking
<u>E1, F1, G1 Courts:</u> Projected Cul-de-sacs	Upland Two Way Road	28 ft (38ft RW, plus utility, parking and slope easements)	Type I Rolled curb & gutter; no sidewalks; parking bays not required ADT <350.
<u>H1 Court:</u> Projected Cul-de-sacs	Upland Two Way Road	28 ft (38ft RW, plus utility, parking and slope easements)	Type I Rolled curb & gutter; no sidewalks; parking bays not required ADT <350.

\*Acceptable Alternative Designs:

- 1) 36' roadway width (requires 46' RW), 2) 28' width plus on-street parking bays or; 3) 28' width - no on street parking with additional off-street parking provided not in tandem with the lots' required parking.

### Village 2

ROAD NAME	Promontory Reference	ROAD WIDTH	EXCEPTIONS/NOTES
<u>Brittany Way</u> Crown Valley Subdivision to A5 Street	Community Collector	40 ft (60 ft RW, plus utility, parking and slope easements)	Type I Rolled curb & gutter; 4' sidewalks on both sides.
<u>A2 Street</u> , lot 12 to lot 19 <u>B2 Street</u> , lot 31 to lot 78 <u>C2 Street</u> ,	Upland Two Way Road	28 ft (38 ft RW, plus utility, parking and slope easements)	Type I Rolled curb & gutter; 4' sidewalks on both sides; parking bays not required ADT <350.
<u>D2 Street</u>	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; *parking required.
<u>A2 Street</u> from Russell Ranch Road to B2 Street Intx (west) and <u>B2 Street</u> from H3 Street to A2 Street Intx (east)	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; *parking required.

<u>E2 Court</u>	Upland Two Way Road	*28 ft (36 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter- Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4'sidewalk on downhill, Lot side only; *parking required
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\*Acceptable Alternative Designs:

1) 36' roadway width (requires 46' RW), 2) 28' width plus on-street parking bays or; 3) 28' width - no on street parking with additional off-street parking provided, not in tandem with the lots' required parking.

### Village 3

ROAD NAME	Promontory Reference	ROAD WIDTH	EXCEPTIONS /NOTES
<u>Village Center Drive</u>	Village Center Collector	48 ft (60 ft RW, plus utility, parking and slope easements)	Type 2 Vertical curb & gutter; 6 ft sidewalk, 4' bike lane and 8' parking on both sides.
<u>A3, B3, C3, D3, F3, G3 Streets:</u> Entire Streets encompassed by H3, HS, Village Center Collector and Russell Ranch Boulevard	Valley Two Way Road	32 ft (50 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4 ft sidewalk on both sides; Parking on one side only.
<u>H3 Street:</u> Russell Ranch Boulevard to Lot 85	Community Collector	40 ft (50 ft RW, plus utility, parking and slope easements)	Type 2 Vertical curb & gutter; 5 ft sidewalk on both sides; Parking on both sides.
<u>I3 Court:</u> Projected Cul-de-sacs	Valley Two Way Road	28 ft (36 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; no sidewalk; Parking on one side only.

\*Acceptable Alternative Designs:

1) 36' roadway width (requires 46' RW), 2) 28' width plus on-street parking bays or; 3) 28' width - no on street parking with additional off-street parking provided not in tandem with the lots' required parking.

### Village 4

ROADNAME	Promontory Reference	ROAD WIDTH	EXCEPTIONS /NOTES
<u>C4 Street:</u> Lot 4 to Lot I	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type I Rolled curb & gutter; 4' sidewalks on both sides; *parking required.

<u>D4 Street:</u> Lot 1 to Intersection A4 Street	Upland Two Way Road	*28 ft (36 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type I Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4 ft sidewalk on downhill, Lot side only; *parking required.
<u>D4 Street:</u> Intersection A4 Street to lot 142	Upland Two Way Road	28 ft (36 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type 1 Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4 ft sidewalk on downhill, Lot side only; parking bays not required ADT <350.
<u>D4 Street:</u> Lot 142 to Intersection of E4 Street	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4 ft sidewalk on both sides; *parking required.
<u>A4 Street:</u> Intersection of D4 Street to Lot 32	Upland Two Way Road	28 ft (36 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type 1 Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4 ft sidewalk on downhill, Lot side only; parking bays not required ADT<350.
<u>A4 Street:</u> Lot 32 to Intersection of Brittany Way extension	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; *parking required.
<u>B4 Street:</u> Intersection of A4 Street to Intersection of D4 Street	Upland Two Way Road	28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4 ft sidewalk on both sides; parking bays not required ADT<350.
<u>E4 Street:</u> Intersection of AS Street to Suffolk Way extension	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; *parking required.
<u>G4 Court</u>	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; no sidewalks; *parking required.
<u>F4, H4, I4, J4 Courts:</u> Projected Cul-de-sacs	Upland Two Way Road	28 ft (38 ft RW, plus utility, parking and slope easements)	Type I Rolled curb & gutter; no sidewalks; parking bays not required ADT <350.

\*Acceptable Alternative Designs:

- 1) 36' roadway width (requires 46' RW), 2) 28' width plus on-street parking bays or; 3) 28' width - no on

street parking with additional off-street parking provided not in tandem with the lots' required parking.

**Village 5**

ROAD NAME	Promontory Reference	ROAD WIDTH	EXCEPTIONS/NOTES
<u>Village Center Drive</u>	Village Center Collector	48 ft (60 ft RW, plus utility, parking and slope easements)	Type 2 Vertical curb & gutter; 6 ft sidewalk, 4' bike lane and 8' parking on both sides.
<u>A5 Street:</u> Intersection DS Street to Northerly Intersection CS Street	Upland Two Way Road	28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; parking bays not required ADT <350.
<u>A5 Street:</u> Northerly Intersection CS Street to Intersection Brittany Way	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; *parking required.
<u>A5 Street:</u> Intersection of Brittany Way extension to Intersection of HS Street	Community Collector	40 ft {50 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter Lot side; Type 2 vertical curb & gutter adjacent to proposed school and park site. 4' sidewalks on both sides;
<u>B5 Street:</u> North Intersection A5 Street to F5 Court	Upland One Way Road	20 ft (28 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type 1 Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4 ft sidewalk on downhill, Lot side only; parking bays not required ADT <350.
<u>B5 Street:</u> F5 Court to Intersection D5 Street	Upland Two Way Road	28 ft (38 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type 1 Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4 ft sidewalk on downhill, Lot side only; parking bays not required ADT <350.
<u>D5 Street:</u> Intersection B5 Street to Lot 115	Upland Two Way Road	*28ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; *parking required.

<u>C5 Street:</u> Intersection A5 Street looping to Intersection A5 Street	Upland One-way Road	20 ft (28 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type 1 Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4 ft sidewalk on downhill, lot side only; parking bays not required ADT <350.
<u>H5 Street:</u> Lot 85 to Lot 80	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; *parking required.
<u>H5 Street:</u> Lot 80 to Lot 25	Upland Two Way Road	*28 ft (36 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type 1 Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4 ft sidewalk on downhill, Lot side only; *parking required.
<u>H5 Street:</u> Lot 25 to Intersection of Village Center Collector	Upland Two Way Road	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4 ft sidewalk on both sides; *parking required.
<u>E5 Street:</u> Intersection HS Street to Lot 96	Upland Two Way Road	28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; 4' sidewalks on both sides; parking bays not required ADT <350.
<u>E5 Street:</u> Lot 96 to Intersection of Village Center Collector	Upland Two Way Road	28 ft (36 ft RW, plus utility, parking and slope easements)	Hillside Development area; Type 1 Rolled curb & gutter-Lot side; Type 2 Vertical curb & gutter non-vehicular access side; 4 ft sidewalk on uphill, Lot side only; parking bays not required ADT <350.
<u>F5 Court</u>	Upland Two Way	*28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; no sidewalks; *parking required.
<u>I5, J5, H5, G5, Courts:</u> Lot 96 to Intersection of Village Center Collector: Projected Cul-de-sacs	Upland Two Way Road	28 ft (38 ft RW, plus utility, parking and slope easements)	Type 1 Rolled curb & gutter; no sidewalks; parking bays not required ADT <350.

\*Acceptable Alternative Designs:

- 1) 36' roadway width (requires 46' RW), 2) 28' width plus on-street parking bays or; 3) 28' width - no on street parking with additional off-street parking provided not in tandem with the lots' required parking.

Road widths in the preceding table are measured from curb face to curb face.

5. Where constrained by topography, 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 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.
6. An irrevocable offer of dedication for rights-of-way (R/W) shall be made, in fee, of the widths shown in the preceding table for the proposed roads, with slope easements where necessary. Said offer may be rejected for those villages with privacy gates at the time of the final map, in which case, a County Service Area Zone of Benefit, or other entity shall be established in order to provide for the long-term maintenance of the roads. Said offer may be accepted for villages without gates subject to improvements and inclusion in a zone of benefit for road maintenance purposes.
7. An irrevocable offer of dedication, in fee, shall be made of 55 feet in radius for the cul-de-sacs, with slope easements where necessary. Said offer may be rejected at the time of the final map, in which case, a County Service Area Zone of Benefit, or other entity shall be established in order to provide for the long-term maintenance of the roads. Said offer may be accepted for villages without gates subject to improvements and inclusion in a zone of benefit for road maintenance purposes.
8. Turnarounds shall be constructed at the entry gates of the various Villages and are subject to the review and approval by the Department of Transportation and the El Dorado Hills Fire Department at the improvement plan stage.
9. 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 and shall meet standard County driveway requirements.

As an alternative, downhill lots with fill in excess of six feet may have a Notice of Restriction filed on the lot which allows structural driveway access only.

The CC&Rs shall include provisions for the following: Construction of driveways shall be at the time of building permit for each individual lot. The Promontory Design Review Committee (DRC) shall review the placement of individual homes and driveways within the project. Site improvement plans for each lot shall be prepared by a Civil Engineer registered to practice in the State of California, based on the DRC approved site plans and shall include slope stabilization and erosion control methods acceptable to the El Dorado County Resource Conservation District. Provisions for the disposal of excess fill material shall be incorporated into the individual lot grading and/or building permit(s), filed with the Building Department.

Lots where the street at the access point is in excess of a six foot cut or fill height shall be indicated on the final map. The developer shall demonstrate, in conjunction with the improvement plans, that each lot is accessible by County Standards, including the provisions of this condition.

For driveways in cut slopes, the County Engineer may require test pits to be excavated at the point of deepest excavation for the proposed driveway, utilizing a 19 to 21 foot-class loader/backhoe or equivalent, to demonstrate the constructability of the proposed driveways. Driveways shall be constructed with the street improvements where said equipment is unable to perform excavation of the test pit.

10. Bus turnouts and shelters shall be constructed at locations required by El Dorado Transit and the appropriate school district, subject to review and approval by the Department of Transportation.

### **DRAINAGE**

11. A final drainage plan shall be prepared in accordance with the County of El Dorado Drainage Manual, the Promontory Master Drainage Study (July 1997, Cooper, Thorne & Associates) and the Willow - Humbug Creek Watershed Memorandum of Understanding between the County of El Dorado and the City of Folsom, subject to review and approval by the Department of Transportation. Drainage facilities shall be designed and shown on the project improvement plans consistent with above referenced documents. The developer shall install said drainage facilities with the respective phase of construction, or as specified in the above referenced documents.
12. Cross lot drainage shall be avoided wherever possible. When cross lot drainage does occur, it shall be contained within dedicated drainage easements. This drainage shall be conveyed via closed conduit or v-ditch, to either a natural drainage course of adequate size or an appropriately sized storm drain system within the public roadway. As an alternative, the CC&Rs may contain a provision for the downstream property owner(s) to accept sheet flow from the upstream property owners, subject to review and approval by the Department of Transportation at the improvement plan stage. Additionally, the Promontory Design Review Committee shall review all home site plans for drainage.
13. The subdivider shall be required to form a County Service Area Zone of Benefit, or other entity to fund drainage facilities maintenance and improvement services. The funding mechanism for these services must be established prior to approval of the final map. It is recommended that a special tax be used as the funding mechanism.
14. 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.

15. This project is proposing 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.

### **PLANNING DEPARTMENT CONDITIONS**

16. The four-acre park shall be dedicated to the El Dorado Hills CSD concurrently with or prior to filing the first final map. The 10-acre Village Center park site shall also be dedicated to the El Dorado Hills CSD prior to or concurrently with the final map for Village 3.
17. A letter from Pacific Bell shall verify easements for Pacific Bell utilities are accurately shown on the final map.
18. Verification that a joint trenching agreement has been established with the cable television provider.
19. The County reserves the right to impose additional reasonable conditions relating to the filing of multiple final map and phasing on the tentative map. Reasonable conditions, at a minimum, will include a letter of approval from the El Dorado Hills Fire Department and a finding of substantial compliance with the approved tentative map from the Planning Director.
20. Where the subdivider is required to make improvements on land which neither the subdivider nor the County has sufficient title or interest to make such improvements, prior to filing of any final map, the subdivider shall submit to the Planning Director for approval:
  - a. A legal description prepared by a civil engineer or land surveyor of the land necessary to be acquired to complete the off-site improvements.
  - b. Improvement plans prepared by a civil engineer of the required off-site improvements.
  - c. An appraisal prepared by a professional appraiser of the cost of land necessary to complete the off-site improvements.

Prior to the filing of the final map, the subdivider shall enter into an agreement pursuant to Government Code Section 66462.5 to complete the required off-site improvements including the full costs of acquiring any real property interests necessary to complete the required improvements.

In addition to the agreement, the subdivider shall provide a cash deposit, letter of credit, or other acceptable surety in an amount sufficient to pay such costs including legal costs subject to the approval of County Counsel.

### **SPECIFIC PLAN REQUIREMENTS**

21. Incorporate a 30-foot landscape corridor adjacent to Russell Ranch Road. Planting plan is subject to a Site Plan Review through the County Planning Department.
22. Prior to recordation of the final map, an approved "Open Space Management Plan" shall be prepared addressing, at a minimum, the management and maintenance of open space within the subdivision, subject to review and approval by the Planning Department. If any areas are to be maintained by the El Dorado Hills CSD or other entity, then the other entity must also review and approve the applicable portion of the Open Space Management Plan.
23. The final map shall identify the following for each Hillside Standard Lot: Development area, Building Envelopes, and Open Space Conservation Easements. The final map shall substantially comply with the development area, building envelope, and open space conservation easement exhibit map dated December 31, 1998.
24. The recordation of the final map will fix the Specific Plan zone boundaries to the lot lines finally established.
25. The subdivision shall annex into the El Dorado Irrigation District service boundary for water and sewer service. A water and sewer meter award letter or similar document shall be provided by the water purveyor prior to filing the final map, except for large lot phasing maps, consistent with Board of Supervisors Resolution 118-92.
26. The applicant may be reimbursed for improvements in accordance with Chapter 16.16.080 of the County Code.

### **CONDITIONS FROM ENVIRONMENTAL REPORTS**

27. The final tree mitigation plan required in mitigation measure 4.8.1 shall be submitted to the Planning Department. All applicable implementation protocols shall be incorporated into project improvement plans, subdivision Design Notebook and/or project CC&Rs.
28. In order to minimize impacts to nesting raptors, a focused survey of the site for active nests is required between February and July within 30 days of the beginning of construction. If active nests are found, no construction activities (including grading, heavy equipment use, or otherwise unnatural noise levels) shall take place within 250 feet of the nest until the young have fledged. Trees containing nests, or burrows that must be removed as a result of project implementation should be removed during the non-breeding season (August to January). If no active nests are found during the survey no

further surveys are required. However, if construction activities are proposed to occur during the breeding season (in subsequent years) within areas of potential habitat, a new survey will be required to determine the status of nest activity for that season.

29. The Promontory Villages 1-5, State Responsibility Area Wildfire Safety Plan, September 1998 fire hazard reduction measures shall be implemented during construction of the subdivision, implemented by the homeowners and incorporated into the homeowners association, subdivision CC&Rs or equivalent enforcement entity.
30. Prior to approval of improvement plans or issuance of grading permits, recommended cultural resource protection measures identified in the Supplemental Inventory and Evaluation of Cultural Resources, Ric Windmiller, Consulting Archaeologist, September 1998, shall be implemented, subject to review and approval by the Planning Director and DOT.
31. The Promontory Villages 1-5 tentative map, TM98-1356, shall be subject to any future plans adopted by the County regarding the alignment, maintenance, timing and responsibility for construction of the Russell Ranch Road extension through the Promontory Village Center and into Folsom.
32. Prior to recording any final map, a homeowners association, lighting and landscaping assessment district or other appropriate funding mechanism shall be created or formed to provide funding for on-going maintenance of landscaped corridors, street and entry lighting, pedestrian easements, street scape and entry features, trails, emergency ingress-egress roads, and other project features.
33. Privacy gates shall be permitted into Villages 1, 2, 3, 4 and 5 as shown on the tentative and Exhibit D prepared by Wood Rodgers, Inc., dated January 19, 2001.
34. Prior to the issuance of any final map within Villages 1-5, or the issuance of any building permit within the Promontory project, but not later than December 22, 1999. The applicant shall pay the sum of \$499,640.89 to the El Dorado Union High School District (EDUHSD) to satisfy that portion of Section 3.5 of the Promontory Specific Plan Development Agreement for the advance payment of fees to the EDUHSD.
35. There shall be no spur road southeast of Lot P in this subdivision. This road will be included in a future phase of Village 6.
36. A turnaround shall be constructed at each entry gate of this subdivision and is subject to the review and approval by the Department of Transportation at the improvement plan stage.
37. Gates are subject to El Dorado Hills Fire Department review and approval. A separate agreement or contract shall be established between the developer and the Fire Department

to provide for maintenance of the gates including testing, servicing and other provisions required by the Fire Department.