

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



Agenda of: March 24, 2016

Staff: Tiffany Schmid

TENTATIVE MAP REVISION AND TIME EXTENSION

- FILE NUMBERS:** TM01-1380-R and TM01-1380-E-2/Bell Woods
- APPLICANT:** BL Road, LLC
- ENGINEER:** CTA Engineering and Surveying
- REQUEST:** Revision and one-year time extension of the approved 54-unit Tentative Subdivision Map.
- LOCATION:** East of Whistlers Bend and west of Knollwood, in the Bass Lake Hills Specific Plan adjacent to the Hollow Oak Subdivision and the community of Cameron Park, Supervisorial District 2. (Exhibits A, B, and C)
- APN:** 119-020-50(Exhibit D)
- ACREAGE:** 34.28 acres
- GENERAL PLAN:** Adopted Plan - Bass Lake Hills Specific Plan (Exhibit E)
- ZONING:** One-Family Residential-Planned Development (R1-PD) (Exhibit F)
- ENVIRONMENTAL DOCUMENT:** Addendum dated February 2016 to the Bass Lake Road Study Area Final Program EIR certified by the Board of Supervisors on March 17, 1992 (Exhibit P)
- RECOMMENDATION:** Staff recommends the Planning Commission take the following actions:
- 1) Adopt the February 2016 Addendum to the 1992 Bass Lake Road Study Area Final Program Environmental Impact Report;

- 2) Adopt the Mitigation Monitoring and Reporting Plan in accordance with the CEQA Guidelines §15097, incorporating the Mitigation Measures as presented (Exhibit G);
- 3) Adopt the Phasing Plan (Exhibit H), consisting of Phases 1 and 2, pursuant section 120.28.010 of the El Dorado County Subdivision Ordinance.
- 4) Approve a one-year time extension to Tentative Map TM01-1380; and
- 5) Approve Tentative Map Revision TM01-1380-R based on the Findings and subject to the Conditions of Approval as presented.

STAFF ANALYSIS:

Background: The Bass Lake Road Study Area (BLRSA) Final Program Environmental Impact Report (PEIR) was certified by the Board of Supervisors on March 17, 1992. Subsequently, the Bass Lake Hills Specific Plan (BLHSP or Plan) and Addendum to the BLRSA Final Program PEIR were adopted by the El Dorado County Board of Supervisors on November 7, 1995. A Development Agreement between the land owners and the County was entered into on August 20, 1996. The Development Agreement will expire on September 19, 2016.

The BLHSP established maximum residential land use densities for the land within the Plan area, specified how those lands would be developed, described the public facilities and services necessary to support the allowed development, and described the funding mechanisms necessary for implementation. The BLHSP provides for distinct residential villages that allow a range of housing types and densities as well as open space, parks, schools, and a fire station. Of the 1,458 dwelling units anticipated for the Plan area, 380 units have been entitled through the Tentative Map process, including the 54 units associated with this Tentative Map revision. Of the 380 units entitled, 99 have been constructed as part of the Hollow Oak Subdivision.

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

The PFFP was developed and finalized in June 2004 pursuant to Section 9.4 of the BLHSP and Section 3.2 of the BLHSP Development Agreement. The PFFP sets forth the strategy to finance the

infrastructure and public facilities required to serve the proposed land uses within the Plan area, while recognizing the need for flexibility to accommodate the development plans of a diverse set of property owners, and assuring the County that required facilities are constructed when necessary.

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

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

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

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

Project Description: The El Dorado County Board of Supervisors adopted a Mitigated Negative Declaration and approved the Bell Woods Tentative Subdivision Map on May 24, 2005. The Board of Supervisors also restated and readopted its previous findings associated with the Statement of Overriding considerations provided in Resolution No. 288-95 (Exhibit J) for the BLRSA Final PEIR. The Tentative Map was subsequently extended for five years by the Planning Commission on April 24, 2008.

The 2005 approval included a Rezone from Estate Residential 10 acres (RE-10) to One-Family Residential-Planned Development (R1-PD) and a Development Plan. The Tentative Map approval included 54 single family lots ranging in size from 11,004 to 26,080 square feet and two open space lots on 34.28 acres. Two Design Waivers to the County Design and Improvement Standard Manual (DISM), for a reduction in sidewalk width from 6 to 4 feet on local streets and exceedance of the 500-foot-maximum length allowed for C and D Courts, were also approved at this time.

Pursuant to the BLHSP, which refers to the DSIM, sidewalks on secondary local roads are not required because the lots within the proposed subdivision are larger than 10,000 square feet. Therefore, the previously requested Design Waiver to reduce sidewalk width in relation to secondary local roads was unnecessary and those sidewalks may be removed from the Tentative Map. The Design Waiver for a reduction in sidewalk width from 6 to 4 feet remains for Covello Circle and Nicole Drive, as does the requirement for a sidewalk on one side of Covello Circle and both sides of Nicole Drive. In addition, the BLHSP contains a circulation diagram and policy language requiring establishment of pedestrian trails within the Specific Plan.

An application to revise the COAs associated with the previously approved Tentative Map for Bell Woods (Exhibit K) was received on September 17, 2014 and an application for a one-year time extension was received on June 11, 2015. The one-year time extension would extend the expiration date of the map to May 24, 2018. The proposed COA revisions change the timing and phasing of the infrastructure improvements pursuant to the BLHSP PFFP, and facilitate incremental development of the Phase 1A tentative maps. In some cases COAs would be removed, as updated technical studies and/or public agencies have indicated that the conditions are not necessary at this time, while in other cases, new COAs have been added. The application also includes a request to include a Phasing Plan, consisting of two phases (Exhibit H). None of the revisions would allow for greater development than previously analyzed and approved. While the proposed COA revisions would change the timing of the improvements outlined in the PFFP, the revisions more closely align with the current needs of the County.

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

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

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

Bass Lake Road and Country Club Drive Revisions

The Specific Plan was adopted in 1995 and the tentative map in 2005. No significant changes have occurred since that time to require additional CEQA review. The Specific Plan is still in effect and has been incorporated into the 2004 General Plan and General Plan EIR. However, the Specific Plan and Tentative Map COAs were based on 1992 assumptions for development. It is now apparent that some of the original assumptions and the resulting COAs do not reflect current needs in the area. For example, the BLHSP did not build out at the rate initially anticipated, population growth projections have declined, and Phase 1 improvements to Bass Lake Road that were constructed by Hollow Oak, have reduced the anticipated need for some of the Phase 1A improvements to Bass Lake Road. The need for Country Club Drive realignment has become more important than the completion of some of the Phase 1A improvements to Bass Lake Road.

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

Consistent with the alignment shown in the BLHSP, the proposed COA revisions would realign Country Club Drive from Bass Lake Road to Morrison Road (Segment H to I; Exhibit M) and realign Country Club Drive east of Tierra De Dios Drive (Segment I to L; Exhibit M). A new traffic signal would be constructed at the Bass Lake Road/Country Club (realigned) intersection, along with intersection improvements including one through lane and one 200-foot-long right turn pocket on the northbound approach; one through lane and one 300-foot-long left turn pocket on the southbound approach; and one through lane and 300-foot-long left turn pocket on the westbound approach. Lastly, the acquisition and construction of the park-and-ride site would be removed as a COA from

the Bell Woods Tentative Map; however, it would remain a COA of the Hawk View Tentative Map, with construction occurring at a later phase of the PFFP.

Highway 50 Interchange Improvements and PSR Revisions

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

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

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

Because the ultimate improvements at the Highway 50 Interchange are not known at this time the County has determined that it would be premature to require a PSR with the proposed Tentative Map revisions. Further, the County's Capital Improvement Program anticipates funding the PSR when appropriate.

Access Road and Infrastructure to the School Site

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

Sidewalk and Bike Trail Improvements

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

Park Site

The COA to acquire land and design an 8.7-acre sports park is being removed. However, the Tentative Map is subject to the Quimby Act and dedication requirements for parkland. The project will pay the in-lieu park acquisition fee to the Cameron Park Community Services District (CSD) so that the CSD can acquire a park site on its own. This approach is acceptable to the Cameron Park CSD, and consistent with the PFFP, which allows for the payment of fees for acquisition and construction of an active park site. The project is also subject to the Cameron Park CSD Park Impact Fee in place at the time the building permits are issued, and subject to the BLHSP PFFP.

Landscaping

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

Recycled Water

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

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

Table 1
Bell Woods Modifications of Conditions Summary

COA#	Improvement Description	Approved Conditions	Proposed Revisions
#1	Project Approvals	Planning Commission date April 24, 2008 and five one-year time extensions.	Planning Commission date March 24, 2016. One one-year time extension and approval of revised conditions.
#3	Project Description	54 single-family lots, 5 landscape lots, and 2 open space lots.	Remove reference to the five landscape lots.
#5	Development Plan	Development to be in substantial compliance with approved tentative map and R1-PD zoning.	Add language that development shall include a 45 percent coverage limitation and revised setbacks.
#7	Project plan approval	Plans to be consistent with Subdivision Design and Improvement Standards Manual	Add language that standards are modified by these Conditions of Approval or approved Design Waivers. Also add language requiring conformity with other County ordinances and applicable State standards. Add text regarding curb returns.
#15	Vehicular access restrictions	Vehicular access restricted along Covello Circle for lots 1 and 31.	Minor text heading addition for consistency with other subdivision COAs.
#16	Road design	Specifies road name, width, and exceptions/notes.	Road and ROW requirements changed to reflect current requirements. Updated requirements regarding sidewalk locations and size. Updated design notes to reflect current requirements and site-specific circumstances.
#17	Offsite access	Required construction of off-site access through Hollow Oak subdivision	Delete condition. Hollow Oak subdivision constructed improvements and access exists.
#18	ROW dedication	Irrevocable offer of dedication of rights of way (ROW) required and may be subject to a Zone of Benefit for maintenance purposes.	Minor text revision to current language and reflecting correct title of Transportation Division. Added option for private streets and private maintenance.
#20	ROW	No freestanding walls, fences, or retaining walls permitted in road ROW.	Add text allowing for exception at the discretion of the County Transportation Division.
#23	Roadway access	Primary and secondary roadways to be constructed prior to first building permit. Identifies access for specific lots.	Delete entire condition. Duplicative with equivalent COA #50.

Table 1
Bell Woods Modifications of Conditions Summary

COA#	Improvement Description	Approved Conditions	Proposed Revisions
#24	Compliance	Project shall comply with the BLHSP, related development agreements, and PFFP. COOs not to be issued until Phase I improvements complete.	Original condition deleted in its entirety as it is no longer applicable. Improvements completed by Hollow Oak subdivision. New condition (added at this location for convenience) addresses requirement of the applicant to secure title, pay costs incurred by the County, and/or complete off-site improvements.
#25 A, B, & C	Bass Lake Road	Build Bass Lake Road with full improvements, including bike lane and sidewalks.	Conditions deleted in their entirety and replaced with revised language. New requirements (COA #25.A) for Bass Lake Road include design, Plan, Specifications and Estimate (PS&E), utility relocation, ROW acquisition, and construction of improvements to Bass Lake Road from Highway 50 to the realigned Country Club Drive (also known as Tierra De Dios Drive or City Lights Drive). Revised COA also includes design specifications.
#25.D	Country Club Drive	Construct Country Club Drive with frontage improvements.	Condition deleted in its entirety and replaced with revised language. New requirements (COA #25.B) for the new Country Club Drive (also known as Tierra De Dios Drive) on an alignment substantially consistent with the BLHSP include design, PS&E, utility relocation, ROW acquisition, and construction. New requirements for the realignment of Country Club Drive (COA #25.C) at its existing intersection with Tierra De Dios Drive (east end of Tierra De Dios Drive) include design, PS&E, utility relocation, ROW acquisition, and construction. New conditions also include assumptions and design standards.
#25 E & F	Silver Dove Way	Construct Silver Dove Way segment C-D and to school site if Hawk View is included in critical mass projects.	Conditions deleted in their entirety and replaced with revised language. Obligation to construct segment C-D remains with Hawk View. Requirements for ROW to school site have been moved to COA #27.
#25.G	School Site Infrastructure	Construct water and sewer infrastructure to school	Remove from Bell Woods; obligation to secure right-of-way and provide plans to County remains on Bell Ranch (BR COA #23).
#25.H	Morrison Road	Construct Morrison Road (J-I)	Remove from Bell Woods; remains obligation of Bell Ranch (BR COA #25).
#25.I	Signals	Construct traffic signals on Bass Lake Road if required by traffic warrants	Condition deleted in its entirety. New requirements related to signals (COA #24.H) include timing and financing guidance.
#25.J	Park and Ride Lot	Acquire 2 acres for site and construct portion of lot	Condition deleted in its entirety. Requirement for acquisition of land for the park-and-ride lot has been moved to Hawk View (HV COA #68).
#25 K & L	Sports Park	Acquire 8.7 acres of land for park site and plan and design park site	Condition removed in its entirety. Requirements for payment of in-lieu park fees are included in COA #66, COA #67, and COA #68.

Table 1
Bell Woods Modifications of Conditions Summary

COA#	Improvement Description	Approved Conditions	Proposed Revisions
#26	Bass Lake Road	Provide funding and bid ready package for Bass Lake Road improvements prior issuance of first building permit	Delete entire condition. Options for construction of major road improvements contained within COA #25.
#27	School Access & Infrastructure	Prepare plans, enter into improvement agreement with County and acquire right-of-way for school access and infrastructure improvements	Remove obligation to enter into road improvement agreement and remove conflicting provisions regarding construction of improvements. New text requiring applicant to provide County with improvement plans and all necessary ROW prior to first COO for the school site access along Country Club Drive (G-H) and Silver Dove Way (Q-G).
#28	Park & Ride Lot and Park Acquisition	Acquire land for park and ride lot and for park site prior to first final map and design park and ride lot and construct 35 spaces by issuance of first certificate of occupancy	Delete entire condition. Remove obligation to acquire park site and eliminate obligation to construct spaces in park and ride lot. CSD will acquire park site. Spaces in park and ride lot are not needed at this phase of development.
#29	Highway 50/Bass Lake Road Interchange (approved) and encroachment permits (proposed)	Construct WB 2-lane on-ramp, EB 2-lane off-ramp, ramp metering, widen Bass Lake Rd/EB off-ramp intersection with dual EB left turn lanes and shared EB right/through lane, 2 12-foot NB lanes and 1 12-foot SB lane between EB and WB ramp intersections; and submit bid-ready documents prior to first cert of occupancy and improvements to be substantially complete prior to 81st certificate of occupancy	All requirements related to the Highway 50/Bass Lake Road interchange have been moved to revised COA #25. New text requires applicant to obtain an encroachment permit from the County for connecting to existing Covello Circle and Salt Wash Way.
#30	PSR Highway 50 Interchange (approved) and common fences and walls (proposed)	Enter contract to perform Project Study Report for Highway 50/Bass Lake Road interchange. At discretion of the County, this requirement may be deleted.	Remove; PSR not required per revised Traffic Study. New text requires CC&Rs to include responsibility and access rights for maintenance of fences and walls constructed on property lines.
#31	Landscape and irrigation	Landscape and irrigation plans to be reviewed by EDCSD and approved by El Dorado County.	Change El Dorado Hills CSD to Cameron Park CSD. Clarify that condition applies to onsite landscaping and update County division names.

Table 1
Bell Woods Modifications of Conditions Summary

COA#	Improvement Description	Approved Conditions	Proposed Revisions
#34	Drainage facilities	Drainage plan and facilities plan to be designed according to County guidance and constructed with respective phase of construction.	Update that compliance is required with updated guidance. Provides that subdivider may implement low impact development (LID) or other SWRCB measures in lieu of measures identified in the SWMP. Add requirement for water quality stamp on new or reconstructed drainage inlets.
#35	Drainage	Cross lot drainage to be avoided.	Add clarification of applicability to drainage increased by the project. Add that grading and improvement plans shall show drainage easement for on-site facilities.
#36	Drainage	County Service Area Zone of Benefit (ZOB) required to fund drainage maintenance and improvements.	All original text removed and replaced with new text requiring an entity to be formed for the maintenance of public and private roads and drainage facilities. The new text also states that Bass Lake Road and Country Club Drive are existing County roads and will be accepted without a maintenance entity.
#38	Drainage	Subdivider required to obtain irrevocable Offers of Dedication to the County for public drainage.	Add “and/or drainage easements” following irrevocable Offers of Dedication. Minor text changes to reflect current County department/division names.
#39	Grading	Mass pad grading project application must be sent to County supervisor in which site is located.	Condition deleted as El Dorado County no longer follows this process.
#41	Grading plans	Grading plans to be submitted to County. No building permits to be issued until County approves final grading and erosion plans, and grading is completed.	Minor text changes to reflect current County department/division names. Add requirement for submittal of a soils and geologic hazards report.
#42	Construction and revegetation	Timing of construction and revegetation to be coordinated with RCD. Actions to be based on timing.	Minor text changes to reflect current County department/division names.
#47	Fire flow	Require minimum 1,000 gpm with minimum residential pressure of 20 psi for two-hour duration. Engineering calculations to be submitted for review and approval by the Fire Department.	Modification to maximum swelling size used as basis for flow requirements. Add requirement that all homes be sprinklered.
#48	Fire hydrants	Requirement to install Mueller Dry Barrel fire hydrants and spacing to be determined by the Fire Department.	Add language allowing for any approved hydrant. Spacing to not exceed 500 feet, with exact location of each hydrant to be determined by the Fire Department prior to approval of the improvement plans.

Table 1
Bell Woods Modifications of Conditions Summary

COA#	Improvement Description	Approved Conditions	Proposed Revisions
#50	Fire access	All access roadways and fire hydrant systems to be installed and in service prior to framing of any combustible materials.	Remove language requiring language to be included on improvement plans.
#53	Driveway design	N/A	New condition requiring driveways serving the project to be designed in accordance with County Code, with a maximum grade of 16% that can be increased to 20% if paved. The new conditions require that any proposed driveways in excess of a 20% grade be returned to the Fire Department for review.
#54	Traffic calming devices	N/A	New condition prohibits traffic calming devices that utilize a raised bump/dip section of roadway.
#57	Air Emissions	Requires quantification of ROG, NOx, and PM10 emissions, application of mitigation measures for fugitive dust, and an asbestos mitigation plan prior to construction	Revise timing to prior to issuance of grading or construction permits. Minor text revisions to update plan application names to current versions.
#65	Road naming	Interior roads to be named according to County process.	Minor change to correct spelling.
#66 - #70	Community Services District	Pertain to El Dorado Hills Community Services District	Revise to reflect Bell Woods in the Cameron Park Community Services District
#71	Permits	N/A	New condition requiring applicant to provide all regulatory permits or agreements between the applicant and any State or Federal agency to the County.
#72	Documents	N/A	New condition requiring developer to provide County with reports and drawings in specified electronic formats.
#73	PFFP	N/A	New requirement on for all subdivisions that an update to the Bass Lake Hills PFFP shall be submitted prior to issuance of the first building permit.
#74	EID requirements	N/A	New condition added to address previously approved but expired FILs and FPRs and EID requirements for resubmittals.
MM 3.12-1	Fire access	Requirements to provide adequate fire and emergency protection.	Remove measure as all requirements are included in revised COAs #46 through #54.
MM 3.15-2	Recycled Water	Project is to use recycled water for landscape irrigation.	Remove; recycled water is not supported by EID.

CONSISTENCY ANALYSIS:

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

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

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

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

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

PFFP: The PFFP identifies the financing mechanisms to be used to pay for the public infrastructure necessary to support development with the BLHSP area. As mentioned above, some of the improvements required in the revised COAs differ from the facilities identified in the PFFP. The PFFP contains specific language that allows for regular updating. It states that because the cost estimates in the PFFP are current only for when the PFFP was prepared, they are subject to revision as more detail becomes available. Further, it is noted that as the description of facilities and associated cost estimates change, the recommended financing mechanisms will be updated with the most current information. The PFFP also acknowledges that the obligations found in the PFFP will be updated periodically as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur. Possible changes in the PFFP include new or revised infrastructure projects based on actual need or demand, new cost information based on actual construction costs, updated engineering estimates or changes in the land use plan. This language provides the County with the flexibility to require a Phase 3 improvement such as the realignment of

Country Club Drive in Phase 1A, because it is needed now, and to defer a Phase 1A improvement, such as the completion of Phase 1A improvements to Bass Lake Road, until a later Phase, when the County determines it is needed. A new condition has been added to the Tentative Map to require an update to the PFFP and related fee program to reflect the current public facilities to be constructed and current facility cost estimates.

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

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

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

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

CEQA: Based on the evaluation included in the Initial Study dated February 2016, the County has determined that the criteria identified in the California Environmental Quality Act (CEQA) Guidelines §15162 requiring the preparation of a Supplemental or Subsequent Environmental Impact Report (EIR) have not been met. Accordingly, the County has prepared an Addendum to the 1992 Bass Lake Road Study Area (BLRSA) Final Program EIR pursuant to State CEQA Guidelines §15164 to address the proposed changes and additions to the Conditions of Approval, the addition of a Phasing Plan, and request for a one-year time extension of the previously approved Tentative Map.

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

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

SUPPORT INFORMATION

Findings

Conditions of Approval

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