

**COUNTY OF EL DORADO  
PLANNING AND BUILDING DEPARTMENT  
PLANNING COMMISSION  
STAFF REPORT**



**Agenda of:** November 12, 2020

**Staff:** Tom Purciel

**TENTATIVE SUBDIVISION MAP REVISION**

**FILE NUMBER:** TM-R19-0002/Bass Lake North

**OWNER  
APPLICANT:** Norm Brown, N.C. Brown Development, Inc.

**REQUEST:** Revision to the approved Bass Lake North Phased Tentative Subdivision Map (Bass Lake North) amending Condition of Approval (COA) No. 66, reducing the required constructed quantity of park-and-ride parking spaces from 100 to 50 and phasing the remaining 50 spaces as a condition of approval for future subdivision(s) within the Bass Lake Hills Specific Plan (BLHSP) area.

**LOCATION:** East side of Sienna Ridge Road approximately 800 feet east of the intersection with Bass Lake Road in the El Dorado Hills area, Supervisorial District 1. (Exhibits A, B, C)

**APNs:** 115-400-006, 115-400-007, 115-400-008 (Exhibits B and D)

**ACREAGE:** 38.57 Acres

**GENERAL PLAN:** Adopted Plan ([AP] - Bass Lake Hills Specific Plan) (Exhibit E)

**ZONING:** Residential, Single-Unit, Planned Development (R1-PD) (Exhibit F)

**ENVIRONMENTAL DOCUMENT:** Statutorily Exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15182 of the CEQA Guidelines (Residential Projects with an EIR Pursuant to Specific Plan; Bass Lake Road Study Area [BLRSA] Final Program EIR and subsequent Addenda, State Clearing House No. 1990020375).

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

1. Find the project Statutorily Exempt pursuant to Section 15182 of the CEQA Guidelines (Residential Projects with an EIR Pursuant to Specific Plan; BLRSA Final Program EIR and subsequent Addenda, State Clearing House No. 1990020375); and,
2. Approve TM-R19-0002, revising Condition of Approval No. 66 of approved Tentative Subdivision Map TM14-1522 (Bass Lake North), based on the Findings and subject to the Conditions of Approval as presented.

## **EXECUTIVE SUMMARY**

At the final Board of Supervisors (Board) project hearing for Bass Lake North (TM14-1522) on February 28, 2017, the Board added a condition of approval (COA No. 68), requiring the subdivider to construct the southernmost segment (“Segment 1”) of the Bass Lake Road Bike Trail (BLRBT) along the east side of Bass Lake Road beginning from the intersection of Bass Lake Road and Hollow Oak Drive and ending at U.S. Highway 50, as originally shown on the BLHSP Circulation Plan Map (Exhibit G). While the length of the entire BLRBT is more than 1.44 miles, the segment of the BLRBT under the applicant’s responsibility amounts to approximately 0.68 miles (trail segments “B” to “F”), which is approximately 47 percent of the entire trail (Exhibit H). As a result of the increased cost burden associated with another condition of approval (COA No. 66) requiring the applicant to construct 100 parking spaces within the Bass Lake Road park-and-ride lot, the applicant is requesting COA No. 66 be amended to require construction of only 50 parking spaces as part of this project. For further details, please refer to the applicant’s subdivision amendment request (Exhibit I), as well as the discussion of total subdivider costs for required Bass Lake North improvements below in this report.

Approval of the proposed revisions to COA No. 66 would result in phasing of the required 100 park-and-ride parking spaces, with 50 spaces to be constructed as part of the Bass Lake North subdivision and the remaining 50 spaces would be constructed or funded by future subdividers within the BLHSP area. According to the established BLHSP Public Facilities Financing Plan (PFFP), the additional spaces are required to be completed before construction of the 600<sup>th</sup> residential unit. As of this date, 470 units have been built or are in progress within the BLHSP area (Exhibit K), and therefore, 130 units have yet to be approved and permitted before completion of the remaining 50 park-and-ride spaces is required. Proposed parking space phasing would be consistent with applicable provisions of the BLHSP and also consistent with the established PFFP, specifically developed to ensure transportation and circulation facilities and infrastructure improvements in the Plan area would be constructed when needed as part of anticipated development under the Plan. With the proposed amendments, the map maintains consistency with the General Plan, the BLHSP, the Subdivision Ordinance and Zoning Ordinance. Staff recommends approval of the project subject to the Findings and Conditions of Approval as presented.

## **BACKGROUND**

## **Development of the BLHSP and PFFP**

The approved Bass Lake North Tentative Subdivision Map, which also included a request for a Rezone and Planned Development (Z14-0008/PD14-0010/TM14-1522) consisted of the subdivision of a 38.57-acre parcel into 90 single family residential lots ranging in size from approximately 7,204 square feet to 23,975 square feet; four open space lots totaling approximately 11.37 acres; and two Right-of-Way (ROW) lots totaling approximately 5.09 acres (Exhibit J). Bass Lake North is within the BLHSP, a master development plan designed to facilitate orderly and systematic development within the Plan area and to ensure that safe and efficient transportation and circulation facilities and major infrastructure improvements in the Plan area are completed when needed as part of future development. The BLHSP was approved by the Board on November 7, 1995. 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. There are a total of 1,458 dwelling units anticipated for the Plan area, and the Plan is currently being developed with several subdivisions in various stages of entitlement, recordation or construction including Hollow Oak (TM94-1290R), Hawk View (TM00-1371R), Bell Woods (TM01-1380R), Bell Ranch (TM96-1321R3) and Bass Lake North. To date, a total of 470 residential units have either been built or in process of being built and 988 lots remaining for development under the BLHSP (Exhibit K).

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 BLHSP is unique from other existing specific plans in the County, in that the Plan area is not owned by a single entity. As a result, multiple Development Agreements, which expired on September 19, 2016, were entered into with individual land owners and the County. Of the 88 parcels in the Plan area, 42 had an associated Development Agreement. Bass Lake North consists of three parcels, one of which (APN 115-400-07) was encumbered by the Development Agreement. However, the application for the Bass Lake North was received on September 30, 2014 and deemed complete on December 24, 2014, prior to the Development Agreement expiring. Therefore, the terms, provisions, obligations, and protections provided by the Development Agreement remain. Further, Section 66474.2 of the Subdivision Map Act provides that the review and approval of a Tentative Map should be conducted in accordance with the rules, regulations, policies, and standards in effect at the time that the application for the Tentative Map is deemed complete. As such, the project is subject to the policies set forth in the Bass Lake Hills Specific Plan and associated PFFP. Neither the provisions of recent amendments to the General Plan or Zoning Ordinance affected through the approval of the Targeted General Plan Zoning Ordinance Update on December 15, 2015 nor the voter-approved ballot Measure E, effective July 29, 2016, are applicable to this project.

The Board approved the Bass Lake North on February 28, 2017. On May 14, 2020, the Planning Commission approved a six-year time extension of the tentative map, extending the project's original expiration date of February 28, 2020 to February 28, 2026.

## **OTHER CONSIDERATIONS**

### **Park-and-Ride Lot Construction Timing**

The PFFP stipulates that there are two thresholds for completion of infrastructure. The first group of improvements, known as Phase I and Phase IA Improvements, are to be completed by the 300<sup>th</sup> dwelling unit. The next groups of infrastructure, known as the Phase II improvements, are to be built by the 600<sup>th</sup> unit. Park-and-Ride land acquisition was included in required Phase I Improvements and this land acquisition was required before approval of the first final map for Bass Lake North (COANo 64). On March 10, 2020, the El Dorado Transit Authority, the County's regional public transit organization, completed acquisition of the Park-and-Ride land, thereby fulfilling this requirement. After land acquisition is complete, the PFFP also required the construction of 100 spaces within the Park-and- Ride Lot by the 600<sup>th</sup> residential unit.

On pages 20 and 41, the BLHSP PFFP states; "The PFFP includes a second trigger at 600 units. At 600 units, funding is required to complete the construction of the park-and-ride facility and the sports park. The County will collect fees from the BLH PFF to fund the construction of these two items at the 600<sup>th</sup> building permit."

With the approval of the Bass Lake North project (90 units) there have now been 470 units approved within the specific plan (Exhibit K). Therefore, there are an additional 130 units yet to be approved and permitted before the PFFP requires construction of the Park and Ride lot in its entirety. As proposed, the Bass Lake North subdivider will construct, or cause to be constructed, the first 50 spaces and future subdividers of the remaining 130 units will be required to fund or construct the second set of 50 spaces (spaces 51 through 100), as authorized under the PFFP.

### **Subdivider Costs for Required Infrastructure Improvements**

At the time conditions of approval were prepared for each subdivision within the BLHSP, Planning and DOT staff assigned various components (e.g. required off-site improvements) specified in the PFFP to each of the proposed subdivisions. The assignments were done for compliance with the PFFP and designed to best distribute the cost of offsite improvements equitably throughout the BLHSP. In order to ensure full subdivider costs are reimbursed from PFFP funds for required offsite improvements , an update to the PFFP is being prepared for review by the Board as part of a separate effort in late 2020 or early 2021.

On January 26, 2017, the Planning Commission recommended the Board approve the Bass Lake North project, as reviewed by the Commission, including several specific conditions of approval regarding timing and construction of on-site and off-site improvements, previously agreed upon by the County and applicant. On February 28, 2107, the Board approved the project as recommended by the Commission, but with one significant change. At the Board hearing, the Board applied an additional condition of approval (COA No. 68) to require construction of the southernmost segment ("Segment 1") of the BLRBT along the east side of Bass Lake Road beginning from the intersection of Bass Lake Road and Hollow Oak Drive and ending at U.S. Highway 50, as originally shown on the BLHSP Circulation Plan Map (Exhibit G). A detailed

map of the BLRBT, including the southernmost segment under the applicant's responsibility (trail segments "B" through "F"), is attached as Exhibit H.

Although the Board's applied new condition was consistent with planned improvements under the BLHSP and also included in the PFFP, the application of this COA was made during Board hearing, and therefore, was not subject to a detailed staff analysis considering the timing of this improvement and total and proportional subdivider cost for consistency with the intent of the PFFP.

Although long-term developer reimbursement (over a five to ten-year or greater time horizon) is anticipated for improvements included in the PFFP, the applicant was willing to front an increased cost burden for the BLBRT for the benefit of the community in the near term. However, the applicant believes the financial burden of the combined up-front costs for both the BLRBT (COA 68) and the 100 park-and-ride spaces (COA 67) is excessive for one project and, therefore, inconsistent with the intent of the PFFP. Accordingly, the applicant submitted detailed engineer's cost estimates showing up-front costs to complete both improvements (Exhibit L). Based on the results of these preliminary cost estimates, the applicant determined the up-front cost for completing the southernmost segment of the BLRBT (from Hollow Oak Drive to U.S. Highway 50) is approximately \$300,000 more than the cost of adding the 50 additional parking spaces to the park-and-ride lot (spaces 50-100) (Exhibit L). Therefore, the applicant is requesting that COA 67 be amended to require construction of only 50 spaces, rather than the original 100 spaces as conditioned. The remaining parking spaces would be completed by subsequent project(s) within the BLHSP consistent with the requirements of the PFFP.

## **ANALYSIS**

Staff has reviewed the proposed amendment for consistency with applicable County regulatory requirements and has determined that, as amended, the project would remain consistent with applicable General Plan policies as well as applicable provisions of the BLHSP and associated PFFP, Zoning Ordinance and Subdivision Ordinance. An analysis of the proposal and issues for Planning Commission consideration are provided in the following sections.

### **Project Description**

The applicant's request is to amend COA No. 66 of the Bass Lake North Tentative Map, reducing the required number of parking spaces for the Bass Lake Road park-and-ride lot from 100 to 50 and allowing for phased construction of the second set of 50 parking spaces (spaces 51-100) to be built by future subdivision(s) within the BLHSP area. Proposed parking space phasing would be consistent with applicable provisions of the BLHSP and also consistent with the established PFFP for the Specific Plan, specifically developed to ensure transportation and circulation facilities and infrastructure improvements in the Plan area would be constructed when needed as part of anticipated development under the BLHSP. Although formal engineering plans have not been submitted to the County for the park-and-ride lot, all future parking lot improvements, including parking space phasing, would be reviewed and verified by applicable agencies during Improvement Plan review (e.g. DOT, El Dorado Transit Authority, El Dorado County Transportation Commission,

etc.) as part of the standard process for verifying conformance with all subdivision conditions. The proposed revisions to COA No. 66 do not affect the residential subdivision design, improvements, lot quantity or other improvements required as part of the Bass Lake North subdivision in association with development under the Bass Lake Hills Specific Plan.

## CONSISTENCY ANALYSIS

Tentative Subdivision Maps are required to be consistent with the applicable policies of the General Plan, provisions of the Zoning Ordinance and Subdivision Ordinance and compliance with the CEQA. The applicant's request for amending COA No. 66 does not directly affect the approved Tentative Subdivision Map or the environmental review associated with the previously approved map. However, implementation of map approval is subject to conformance with all conditions of approval including previous COA No. 66 (construction of the park-and-ride lot) and 67 (construction of the Bass Lake Road bicycle trail). The following is a summary discussion of consistency, which is further discussed in the Findings section below.

**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. As amended, the proposed Tentative Map maintains consistency 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. As amended, the proposed Tentative Map maintains consistency with the BLHSP as presented in the Findings below.

**Zoning Ordinance:** The Single-Unit Residential (R1) Zone District permits minimum parcel sizes of 6,000 square feet when the lot is served with public water and sewer. It is a requirement of the BLHSP that all lots are served by public water and sewer. Each parcel meets or exceeds the minimum requirement for the R1 Zone District as well as the provisions outlined within the BLHSP. The proposed amendment would not affect the project's compliance with applicable development standards and regulations as described in the Zoning Ordinance. As amended, the project maintains consistency with the Zoning Ordinance as presented in the Findings below.

**Planned Development (-PD) Combining Zone:** The subdivider's (-PD) zone request was previously reviewed and approved by the Board in 2017. Therefore, a Development Plan (-PD Combining Zone) already exists on the project parcels consistent with the BLHSP. Additional details are discussed in section 4.0 of the Findings below.

**Subdivision Ordinance:** As amended, the proposed Tentative Map maintains consistency 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. The project has been conditioned to

provide an update to the PFFP and related fee program, prior to final map, to reflect the current public facilities to be constructed and current facility cost estimates. The proposed amendment would not affect financing/funding mechanisms for public infrastructure within the BLHSP area as described in the PFFP. As amended, the proposed Tentative Map maintains consistency 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. As amended, the proposed Tentative Map remains consistent with the PFFP, and is therefore consistent with the Development Agreement.

**Conditions of Approval:** With the exception of the proposed amendments to COA No. 66, the original conditions of approval have been re-applied to this project with no other changes.

The proposed amendments to COA No. 66 would reduce the required number of park-and-ride spaces from the Bass Lake North subdivider from 100 to 50. To ensure development of the park-and-ride lot remains consistent with the 100 space parking requirement planned for in the BLHSP and associated PFFP, the proposed amendment also allows for phased construction of the remaining 50 parking spaces by future subdividers within the BLHSP area. Phased construction of the 50 additional spaces would be completed prior to construction of the 600<sup>th</sup> residential unit, and based on operational need as determined by the Department of Transportation or the El Dorado County Transit Authority. Such construction would be implemented as a condition of approval for future subdivision(s) within the PFFP area. With completion of 470 residential units within the BLHSP to date, future subdivisions for the balance of the 600 residential units (130 units remaining) will be required to fund or construct the second set of 50 spaces (spaces 51 through 100), as authorized under the PFFP.

**CEQA:**

The Bass Lake North Tentative Subdivision Map is a residential project that was analyzed in the certified Bass Lake Road Study Area (BLRSA) Final Program EIR (PEIR) (State Clearing House No. 1990020375, March 17, 1992). Subsequently, the Bass Lake Hills Specific Plan (BLHSP or Plan) and Addendum to the BLRSA PEIR were adopted by the El Dorado County Board of Supervisors on November 7, 1995. An Addendum to the BLRSA PEIR was certified for Bass Lake North on February 28, 2017.

The proposed map revision to amend COA No. 66 to allow phased parking space construction at the Bass Lake Road park-and-ride lot is consistent with the residential development requirements of the BLHSP and the infrastructure development/financing mechanisms of the associated PFFP, as previously analyzed in the BLRSA PEIR Addendum for Bass Lake North, certified on February 28, 2017. The proposed revision makes no significant changes to the original tentative map approval, does not involve new significant environmental effects, and does not increase the severity of previously identified significant effects. No new information that was not known and could not have been known at the time the EIR was certified has since become available. Therefore, this tentative map revision application is consistent with and is hereby exempt in accordance with Section 15182 of the CEQA Guidelines (Residential Projects Pursuant to a Specific Plan). No further

environmental analysis is needed, as no changes have occurred in accordance with Sections 15162 and 15164 that would require any supplemental or subsequent environmental documentation.

A \$50.00 processing fee is required by the County Recorder to file the Notice of Exemption (NOE) for the exemption determination made for this project by the County. This filing establishes the 35-day statute of limitation during which the County's determination can be challenged.

### SUPPORT INFORMATION

Findings

Conditions of Approval

Exhibit A .....	Vicinity Map
Exhibit B .....	Location Map
Exhibit C .....	Site Aerial Photo
Exhibit D .....	Assessor's Parcel Map
Exhibit E .....	General Plan Land Use Map
Exhibit F .....	Zoning Map
Exhibit G .....	Bass Lake Hills Specific Plan Circulation Map
Exhibit H .....	Phased Map of Bass Lake Road Bicycle Trail
Exhibit I .....	Applicant Subdivision Amendment Request
Exhibit J .....	Approved Tentative Map
Exhibit K .....	Entitled, Recorded or Completed Subdivisions in the Bass Lake Hills Specific Plan Area
Exhibit L .....	Applicant's Improvement Cost Comparisons



## **FINDINGS**

### **Tentative Subdivision Map Revision TM-R19-0002/Bass Lake North Planning Commission/November 12, 2020**

(Note: The following are the original Findings for Approval for Bass Lake North under TM14-1522 approved by the Board of Supervisors on February 28, 2017 with edits shown in underline and ~~strikethrough~~ for the proposed revisions to the tentative subdivision map.)

## **FINDINGS**

### **1.0 CEQA**

- 1.1 The proposed map revision to amend Condition of Approval No. 66 to allow phased parking space construction at the Bass Lake Road park-and-ride lot is consistent with the residential development requirements of the BLHSP and the infrastructure development/financing mechanisms of the associated PFFP, as previously analyzed in the BLRSA PEIR Addendum for the Bass Lake North Tentative Subdivision Map, certified on February 28, 2017. The proposed revision does not make any significant changes to the original tentative map approval, does not involve new significant environmental effects, and does not increase the severity of previously identified significant effects. No new information that was not known and could not have been known at the time the EIR was certified has since become available. Therefore, this tentative map revision application is consistent with and is hereby exempt in accordance with Section 15182 of the CEQA Guidelines (Residential Projects Pursuant to a Specific Plan). No further environmental analysis is needed, as no changes have occurred in accordance with Sections 15162 and 15164 that would require any supplemental or subsequent environmental documentation. No further environmental analysis is necessary.
- 1.2 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Planning and Building Department at 2850 Fairlane Court, Placerville, CA, 95667.

### **2.0 GENERAL PLAN**

- 2.1 The 2004 El Dorado County General Plan designates the project site as Adopted Plan (AP), a description in reference to areas where Specific Plans, in this case, the Bass Lake Hills Specific Plan (BLHSP), have been designated and adopted within and by the County. As amended, the proposed Tentative Map remains consistent with the policies, land use designations, and maximum allowable density identified in the BLHSP; therefore, the project is consistent with the General Plan.

### **3.0 BASS LAKE HILLS SPECIFIC PLAN**

- 3.1 The applicant's request for amending Condition of Approval No. 66 does not directly affect the approved Tentative Subdivision Map, as the applicant's request is related to implementation of map approval and will not affect the physical characteristics of the

approved tentative map. The Bass Lake North Tentative Map maintains consistency with the BLHSP, as discussed in the Specific Plan Policy Findings below.

- 3.2 Policy 2.1.1.2. Establish Community Regions to define those areas which are appropriate for the highest intensity of self-sustaining compact urban-type development within the County, based on the municipal spheres of influence, availability of infrastructure, public services, major transportation corridors and travel patterns, the location of major topographic patterns and features, and the ability to provide and maintain appropriate transitions at Community Region boundaries. These boundaries shall be shown on the General Plan Land Use Map.

The approved Tentative Map is within the El Dorado Hills Community Region and is consistent with the High Density Residential Planned Development (H4PD: 1-4 dwelling units (du) per net acre) and Medium Density Residential Planned Development (MPD: 1-1.75 du per net acre designated in the BLHSP. The Tentative Map includes 11.37 acres of open space, which equals 29% of the project site and the proposed development pattern would conform to the topography exceeds the requirements of the BLHSP. Infrastructure is available or can be feasibly provided to serve the project without adverse impact to existing or approved development, and the project has been designed to account for physical and topographic conditions. Erosion will be controlled through adherence to County grading requirements; the project would not adversely affect agricultural, timber, or mineral resource areas and biological resources will be protected through Conditions of Approval and Mitigation Measures. The project would be required to improve affected roadways or pay fair-share impact fees. The project would be consistent with the adjacent existing high-density land use pattern to the north and east, and would provide adequate buffers and transitions for other locations. Perennial water courses would be protected through compliance with required programs. There are no known historic/archaeological sites that cannot be mitigated. There are no active faults and there are no applicable CC&Rs.

- 3.3 Policy 2.6.1.1. A Scenic Corridor Ordinance shall be prepared and adopted for the purpose of establishing standards for the protection of identified scenic local roads and State Highways.

The County is in the process of developing a Scenic Corridor Ordinance. However, the proposed Tentative Map is not located along a Scenic Corridor. Further the development density would be visually and physically compatible with the high density residential development within the Bridlewood neighborhood to the east, Serrano Village J to the north, and the area both to the south and west in the BLHSP that is identified for high medium-density residential development. The proposed design allows for the perimeter to be maintained as open space, preserving a natural buffer between existing residential areas of similar and lower residential densities. The project includes 11.37 acres of open space, including landscaping, open spaces and trails. Natural drainages and landscape features have been incorporated into project design. The project, as conditioned, will be required to include measures in project design to control exterior sources of nighttime lighting in accordance with Section 130.14.170 of the County Ordinance Code.

- 3.4 Policy 3.2.1.1. Development proposals shall be reviewed to determine if significant traffic impacts or reductions in Level of Service (LOS) per Policy 3.5.1.5.11 will occur to existing public roads as a result of the proposed project. Project proponents shall be required to make necessary road improvements or to pay a traffic impact mitigation fee (TIM), or some combination of both, to accommodate increases in traffic caused by the proposed project.

Traffic impacts as a result of the proposed Tentative Map were evaluated and verified by County Traffic Engineers. The project, as mitigated and conditioned, is required to either construct the improvements identified in the Conditions of Approval or, if the identified improvement is included in the County's 10-year Capital Improvement Plan (CIP) when the need for the improvement is triggered, pay the County's TIM fees.

- 3.5 Policy 3.2.1.2. Development review shall consider the adequacy of public and private roads for emergency vehicle access and for off-site traffic impacts. Inadequate roads shall be improved through such measures as "area of benefit" districts, fees, project approval conditions, assessment districts, or other means. Where no improvement or other acceptable mitigation measures are proposed to alleviate project induced situations concurrent with development, land development projects shall be denied.

The proposed project has been reviewed by County transportation staff and the El Dorado Hills Fire Department (EDHFD). As conditioned, the public and private roads serving the project are adequate for emergency vehicle access. Further, traffic impacts as a result of the proposed Tentative Map were evaluated and verified by County Traffic Engineers. The project, as mitigated and conditioned, is required to either construct the improvements identified in the Conditions of Approval or, if the identified improvement is included in the County's 10-year Capital Improvement Plan (CIP) when the need for the improvement is triggered, pay the County's TIM fees.

- 3.6 Policy 3.10.1.1. Transportation alternatives, which are cost-effective, shall be strongly encouraged. A public transit system linking employment, shopping areas, and schools with residential areas should be developed.

The BLHSP requires the construction of bicycle facilities to ensure connectivity with parks and adjacent developments. The proposed project, as mitigated and conditioned, will include a pedestrian access network that internally links all residential and open space areas and connects to all existing and planned external streets and pedestrian facilities contiguous with the project site. The project is conditioned to construct 100 spaces in the proposed Park and Ride Lot located on Country Club Drive near the intersection of Bass Lake Road. Lastly, the project is conditioned to pay its fair share of the Public Facilities Financing Fees to support transportation-related facilities identified in the BLHSP.

- 3.7 Policy 3.10.1.3. The County shall continue to work with employers, residents, and other agencies to encourage increased car pools, vanpools, and park-and-ride lots.

~~The project is conditioned to construct 100 spaces in the proposed Park and Ride Lot located on Country Club Drive near the intersection of Bass Lake Road. Lastly, the project is conditioned to pay its fair share of the Public Facilities Financing Fees to support the facilities identified in the BLHSP. The BLHSP requires 100 parking spaces at the park-and-ride lot located on Country Club Drive near the intersection of Bass Lake Road . The project is conditioned to construct or fully finance the construction of the first 50 spaces. The remaining 50 spaces will be constructed or fully funded by future subdivider(s) consistent with applicable provisions of the BLHSP and PFFP. As part of final project approval on February 28, 2017, the project was conditioned to pay its fair share of the Public Facilities Financing Fees to support the facilities identified in the BLHSP, including the Bass Lake Road park-and-ride lot. Therefore, as amended, this project remains consistent with this policy.~~

- 3.8 Policy 3.10.1.4. Bus stops and turnouts shall be considered for inclusion into new developments.

The project is located across the street (Sienna Ridge), from the proposed Rescue School District's K through 8 school. The project was reviewed by both the Rescue School District and the El Dorado Transit Authority. The proposed Tentative Map is consistent with Policy 3.10.1.4.

- 3.9 Policy 3.10.1.5. Project review shall take into account all forms of transportation and circulation systems, including rail, bicycle trails, pedestrian paths, equestrian easements, off-site and on-site parking where appropriate.

The proposed project, as mitigated and conditioned, will include a pedestrian access network that internally links all residential and open space areas and connects to all existing and planned external streets and pedestrian facilities contiguous with the project site. The project is conditioned to construct ~~100~~ 50 spaces in the proposed Park and Ride Lot located on Country Club Drive near the intersection of Bass Lake Road. Lastly, the project is conditioned to pay its fair share of the Public Facilities Financing Fees to support transportation-related facilities identified in the BLHSP, which includes the remaining 50 parking spaces at the Bass Lake Road park-and-ride lot.

- 3.10 Policy 4.1.1.2. Specific plans need to address and provide for affordable housing.

The BLHSP provides for a wide range of housing types and densities. The proposed project is designated for both High Density and Medium Density housing within the BLHSP. The project is designed to be consistent with the BLHSP and is therefore, consistent with Policy 4.1.1.2.

- 3.11 Policy 4.2.3.1. Use of the Planned Development (PD) Combining Zone District shall be promoted to allow greater flexibility in development standards to encourage developers to include low and moderate-income housing within residential developments.

The proposed project includes a Planned Development and has been designed to be consistent with the BLHSP and its policies. The number of units equals the number allowed under the BLHSP. The proposed Tentative Map is consistent with Policy 4.2.3.1.

- 3.12 Policy 5.1.2.1. Prior to the approval of any discretionary development, the Approving Authority shall make a determination of the adequacy of the public services and utilities to be impacted by that development. Where demand is determined to exceed capacity, the approval of the development shall be conditioned to require expansion of the impacted facility or service to be available concurrent with the demand, mitigated, or a finding made that a CIP project is funded and authorized which will increase service capacity.

The project is in the El Dorado Hills Community Region, where El Dorado Irrigation District (EID) water supply and conveyance facilities are available to serve the project. The project must annex into EID, and prior to approval of any final subdivision map for the proposed project, the applicant is required to secure a “will serve” letter or equivalent written verification from EID demonstrating the availability of sufficient water supply for the project. The project, as mitigated and conditioned, will construct water line extensions to connect to EID facilities. A Facility Plan Report (FPR) to be verified and approved by EID will be required prior to final map.

The project is conditioned to connect to EID wastewater facilities, and will be evaluated for purposes of accommodating highest possible demand. An FPR and a commitment to serve from EID will be required prior to final map approval for each phase of the project.

The project’s solid waste generation was evaluated, and it was determined that it would not adversely affect the permitted capacities of the Transfer Station and Material Recovery Facility in Placerville and the Potrero Hills Landfill.

The EDHFD provided a letter to the County outlining requirements to provide fire and emergency medical services to the project site, and all of the provisions identified by the EDHFD requiring compliance with their fire standards including, but not limited to: location of and specifications for fire hydrants; emergency vehicle access including roadway widths and turning radii; fire flow and sprinkler requirements; and defensible space and wildland fire-safe plans have been included as a condition of approval.

Law enforcement would be provided to the project by the El Dorado County Sheriff’s Department. The increase in demand for law enforcement is expected to be incremental, and would not require construction of a new station to serve the project. According to the Sheriff’s Office, funding considerations to supply increased police protection services would be addressed by the County Board of Supervisors.

The two affected school districts (Rescue Union School District and El Dorado Union High School District) were consulted and indicated new school facilities would likely not be needed to accommodate anticipated increases in student enrollment resulting from the proposed project. The project, as conditioned, is required to pay applicable school impact fees in accordance with State law. Rescue Union School District has purchased 20 acres across Sienna Ridge from the project for a future K-8 school.

As conditioned, the proposed project would provide adequate public services and utilities.

- 3.13 Policy 5.1.2.2. Provision of public services to new discretionary development shall not result in a reduction of service below minimum established standards to current users.

The public services and utilities demands of the project have been determined, and applicable service/utility purveyors were consulted with regard to project demand. The project, as mitigated and conditioned, will not result in a reduction of service below minimum standards to current users. Fair-share funding for infrastructure improvements is collected at time of final map (water and sewer) and building permit (school, fire, parks, and roads).

- 3.14 Policy 5.1.2.3. New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project. Lack of available public or private services or adequate infrastructure to serve the project which cannot be satisfactorily mitigated shall be grounds for denial of any project or cause for the reduction of size, density, and/or intensity otherwise indicated on the General Plan Land Use Map.

As discussed in Sections 3.12 and 3.13 above the proposed project would pay its proportionate share of the costs of infrastructure improvements required to serve the project.

- 3.15 Policy 5.1.3.1. Growth and development and public facility expenditures shall be primarily directed to Community Regions and Rural Centers.

The proposed Tentative Map is located in the El Dorado Hills Community Region.

- 3.16 Policy 8.1.3.1. Agriculturally-zoned lands, including Williamson Act Contract properties, shall be buffered from increases in density on adjacent lands by requiring a minimum often (10) acres for any parcel created adjacent to such lands. Those parcels used to buffer agriculturally-zoned lands shall have the same width to length ratio of other parcels.

The proposed Tentative Map is not located within or adjacent to agriculturally-zoned lands, including those encumbered by a Williamson Act Contract.

#### **4.0 ZONING**

- 4.1 The PD zone request is consistent with the General Plan and the Bass Lake Hills Specific Plan. The proposed R1-PD zoning is consistent with the proposed MDR land use designation.
- 4.2 The project is within the Bass Lake Hills Specific Plan which provides a broad range of residential product types, open space, and a range of passive and active recreational amenities for its residents. A series of pedestrian and bicycle paths and trails would be located within the Bass Lake Hills Specific Plan, including a multi-use trail. Incorporation of existing natural elements into project design as proposed by the project is typical of residential subdivisions in El Dorado Hills, and the project has been designed to incorporate existing wetlands and woodland areas.
- 4.3 The site is physically suitable for the proposed uses. The proposed design allows for the perimeter to be predominantly maintained as open space, preserving a natural buffer between existing residential subdivisions of similar and lower residential densities. The 38-acre site is large enough to provide approximately 29 percent (11.37 acres) as open space, which would include landscaping, open spaces, and trails. The proposed tentative map maximizes the use of parcel areas not constrained by oak trees and retains trees, particularly on the perimeter areas and existing drainages where there are contiguous portions of oak canopy that connect to offsite oak woodland corridor community. The project includes oak tree planting mitigation. The proposed residential development would not create a physical barrier to travel around or within the project site or remove existing means of access to and through existing nearby neighborhoods by way of Bass Lake Road and Sienna Ridge, which provide direct access to the site.
- 4.4 Adequate wet and dry utilities are available or can be feasibly provided to serve the project. The project's primary access would be from Sienna Ridge and a new external roadway connecting directly to Bass Lake Road. Emergency vehicle access roads will be constructed providing fire and emergency services to the project.
- 4.5 The project would not significantly detract from the natural land and scenic values of the site. The Bass Lake Hills Specific Plan does not identify the site as a scenic resource. However, existing topographical and landscape features would be maintained. Wetlands and natural drainage features have been incorporated into project design.

## **5.0 SUBDIVISION ORDINANCE**

### **5.1 The proposed tentative map, including design and improvements, is consistent with the General Plan and Specific Plan policies.**

As amended, the proposed Tentative Map remains consistent with the AP-BLHSP land use designation and with General Plan policies relating to public utilities, traffic, noise, air quality, riparian impacts, and oak woodland habitat, as discussed in Section 2.0 above. Further, the Tentative Map includes a Planned Development, which was designed to minimize impacts to the natural resources on the project site. The proposed Tentative Map is located within the El Dorado Hills Community Region and provides lot types consistent with the land uses, densities, and intensities consistent with the El Dorado County General Plan's policies for the County's Community Regions and the Bass Lake Hills Specific Plan. The Conditions of Approval and Mitigation Measures included as part of the project would further minimize environmental impacts associated with the project.

### **5.2 The site is physically suitable for the proposed type and density of development.**

The site is physically suitable for the proposed type and density of development. Slopes exceeding 30 percent have been avoided and the project will minimize the impacts to the existing wetlands. The proposed development pattern is consistent with the Bass Lake Hills Specific Plan. The proposed design allows for the perimeter to be predominantly maintained as open space, preserving a natural buffer between existing residential subdivisions of similar and higher residential densities. The 38.57-acre site is large enough to provide approximately 29 percent (11.37 acres) as open space, which would include landscaping, open spaces, and trails. The proposed tentative map maximizes the use of parcel areas not constrained by oak trees and retains trees, particularly on the perimeter areas and existing drainages where there are contiguous portions of oak canopy that connect to offsite oak woodland corridor community. The project includes oak tree planting mitigation. The proposed residential development would not create a physical barrier to travel around or within the project site or remove existing means of access to and through existing nearby neighborhoods by way of Bass Lake Road or Sienna Ridge, which provide access to the site. The development density will be similar to the high-density residential development within the Bridlewood neighborhood to the east, the area to the south in the Bass Lake Hills Specific Plan which is identified for medium density residential development, and will be less than the density in the proposed Serrano Village J to the North.

### **5.3 The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitats.**

The proposed Tentative Map is not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitats. The project includes a Planned Development application, which was designed to minimize impacts to the natural



resources on the project site. Project parcels are not within or adjacent to the Important Biological Corridor or rare plant preserve. The project parcels contain suitable foraging and nesting habitat for special-status bird, mammal, and insect species that may inhabit the site. Impacts were evaluated and mitigation measures would be implemented to protect these species from potentially adverse effects as a result of the project. Loss of oak woodland, which provides habitat for some wildlife species, would also be mitigated. Mitigation measures, which are required as conditions of approval, will be implemented ensuring that the proposed subdivision would not cause substantial environmental damage and would not substantially and unavoidably injure fish or wildlife or their habitat.

**5.4 That the design of the subdivision or the type of improvements is not likely to cause serious public health hazards;**

The proposed Tentative Map is not likely to cause serious public health hazards. The project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone, and all new structures are to be built in accordance with the California Building Code to ensure public safety. The project has been conditioned to submit, as determined by the El Dorado County Air Quality Management District, a Fugitive Dust Plan application and/or an Asbestos Dust Mitigation Plan application for approval by the District prior to beginning project construction. The project, as mitigated and conditioned, will be required to control diesel particulate matter emissions during construction. With implementation of traffic mitigation measures and Transportation Division conditions, the project would neither introduce dangerous road design features, nor generate traffic that is incompatible with existing traffic patterns. The project site is located in an area of moderate wildfire hazard risk. A Wildland Fire Safe Plan will be prepared for the proposed project. As conditioned, the proposed project is required to comply with all El Dorado Hills Fire Department fire standards, including, but not limited to: location of and specifications for fire hydrants; emergency vehicle access including roadway widths and turning radii; fire flow and sprinkler requirements; and defensible space and wildland fire-safe plans

**5.5 The design of the subdivision or the improvements is suitable to allow for compliance with the requirements of Section 4291 of the Public Resource Code (Section 4291 establishing criteria for fire and fuel breaks around buildings).**

The design of the proposed Tentative Map conforms to the requirements of Section 4291 of the Public Resources Code. The public water system serving the project will provide adequate fire flow for the project. Further, as conditioned, the proposed project is required to comply with all El Dorado Hills Fire Department fire standards, including, but not limited to: location of and specifications for fire hydrants; emergency vehicle access including roadway widths and turning radii; fire flow and sprinkler requirements; and defensible space and wildland fire-safe plans.

**5.6 The design of the subdivision or the type of improvements would not conflict with easements, acquired by the public at large, for access through or use of property within the proposed division.**

Necessary utility easements are depicted on the proposed Tentative Map and shall be further verified by the County Surveyor's Office at the time of filing final maps. All existing easements across the property for utilities and infrastructure would remain or be relocated in a manner acceptable to the affected agency. Therefore, no conflicts with easements acquired by the public at large are anticipated.

## CONDITIONS OF APPROVAL

### **Tentative Subdivision Map Revision TM-R19-0002/Bass Lake North Planning Commission/November 12, 2020**

(Note: The following are the original conditions of approval for Bass Lake North under TM14-1522, approved by the Board of Supervisors on February 28, 2017, with edits shown in underline and ~~striketrough~~ for the proposed revisions to the tentative subdivision map.)

## CONDITIONS OF APPROVAL

### Planning Services:

1. The Tentative Subdivision Map and Design Waivers, are based upon and limited to compliance with the project description, the February 28, 2017 hearing exhibits marked Exhibit I through S, and the amended 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 consists of the following:

Tentative Subdivision Map of the 38.57 acre property consisting of:

1. A Phased Tentative Subdivision Map creating 90 single family residential lots ranging in size from approximately 7,204 square feet to 23,975 square feet; four open space lots totaling approximately 11.37 acres; and two Right-of-Way (ROW) lots totaling approximately 5.09 acres. Access gates may be constructed at Sienna Ridge Road/Road "A" and the point of Emergency Vehicular Access (EVA) at the northerly terminus of Road "D".
2. Design waivers from the El Dorado County Design and Improvement Standards Manual road improvement standards are requested from Standard Plan 101B, or as indicated, to allow the following:
  - a. Reduced ROW width from 50 feet to 40 feet and reduced roadway width from 36 feet to 29 feet for Road A, Road B (from Road A to Road D), and Road D;
  - b. Reduced ROW width for Road B (from C Court to Road A), and Courts C, E, F and G from 50 to 34 and 40 feet, respectively, and reduced roadway width from 36 feet to 29 feet; and
  - c. Modification of Standard Plan 103A-1 to allow driveway to be within 25 feet from a radius return; reduce minimum driveway widths from 16 feet to 10 feet wide for secondary single car garages where a larger driveway for

the same property is also proposed; and eliminate 4 foot taper to back of curb.

3. Amendments to previously approved Condition of Approval No. 66, as shown below, to reduce the required number of parking spaces at the Bass Lake Road Park-and-Ride lot for the Bass Lake North subdivision from 100 to 50 and allow for phasing and construction of the remaining 50 spaces by future subdividers as provided for in the PFFP.

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 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.

2. **Mitigation Monitoring and Reporting Program:** The applicant shall comply with the mitigation measures identified in the Bass Lake North EIR Addendum and the Bass Lake Road Study Area EIR to reduce potential significant environmental effects. The mitigation measures shall be completed as identified in the adopted Mitigation Monitoring and Reporting Program (MMRP) (Exhibit H – Attachment 1) and incorporated here as a Condition of Approval. A Mitigation Monitoring Report shall be submitted with the Improvement Plans addressing the applicable mitigation measures. The applicable mitigation measures shall be included on the improvement plans, shown on the final map, contained in the CC&R's, or otherwise completed.
3. **Oak Tree Replacement:** The required Oak Tree Removal Mitigation Plan shall demonstrate replacement of oak trees in conformance with the Bass Lake Hills Specific Plan and Exhibit K.
4. **Lighting:** Street lights shall be shown on the Final Improvement Plans and be located at a minimum at major intersections, mid-block pedestrian crossings, and along roads where needed to establish adequate sight distance and to ensure public safety. All street lights and outdoor lighting shall conform to Section 130.14.170, and be fully shielded pursuant to the Illumination Engineering Society of North America's (IESNA) full cut-off designation. Should installed lighting be non-compliant with full shielding requirements, the applicant shall be responsible for the replacement and/or modification of said lighting to the satisfaction of Development Services Division. A lighting and landscaping district shall be formed to provide for the maintenance of those lights.
5. **EID Annexation:** The subdivision area shall be annexed to the El Dorado Irrigation District prior to recordation of the first Small-Lot final map.

6. **Specific Plan:** The 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).
7. **Lighting and Landscape District:** Prior to approval of the first phase of the Small-Lot final map, the applicant shall join the El Dorado Hills Community Services District's Bass Lake Hills Specific Plan master Lighting and Landscaping District.
8. **Open Space Maintenance:** A funding mechanism shall be in place for the maintenance of all open space and common areas, and their related improvements and facilities, prior to recordation of the first Small-Lot final map. An open space management plan shall be approved by the El Dorado Hills Community Services District prior to recordation of the first Small-Lot final map. The open space management plan shall include a comprehensive funding plan for all open space within the development.
9. **CC&Rs:** The CC&Rs shall contain a provision that states that any condition of approval of this map that is implemented through the CC&Rs cannot be changed without formal approval by El Dorado County and any affected agency.
10. **Meter Award Letter:** A water and sewer meter award letter or similar document shall be provided by the water and sewer purveyor prior to filing the final map consistent with Board of Supervisors Resolution 118-92.
11. **Final Map Recordation:** Prior to final map recordation, the applicant shall provide a written description, together with appropriate documentation, showing conformance of the project with each condition imposed as part of the project approval.
12. **Liens and Bonds:** 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).
13. **Tentative Map Expiration:** This tentative map shall expire 36 months from the date of approval unless a timely extension is filed.
14. **Hold Harmless:** 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 California Government Code.

The applicant 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.

El Dorado County shall notify the applicant of any claim, action, or proceeding and shall cooperate fully in the defense.

15. Any proposed construction of trails through the eastern portion of Open Space Lot C shall result in the modification to the project thereby warranting a formal revision to the Bass Lake North Tentative Subdivision Map and Development Plan.
16. A Notice of Restriction (NOR) shall be filed with the Final Map for the corresponding phase of the development limiting the height of the residential units constructed within Lots 29 through 38 to a single-story level.

**Transportation Division (EDCTD):**

17. **Road Design Standards:** The applicant shall construct all roads in conformance with the County Design and Improvements Standard Manual (DISM) and the Bass Lake Hills Specific Plan, modified as shown on the Tentative Map and as presented in on Table 1 and approved Design Waivers (the requirements outlined in Table 1 are minimums).

<b>Table 1</b>				
<b>ROAD NAME</b>	<b>DESIGN STANDARD PLAN</b>	<b>ROAD WIDTH*</b>	<b>RIGHT OF WAY</b>	<b>EXCEPTIONS/ NOTES</b>
Sienna Ridge Road	Modified Std Plan 101B BLHSP Fig 4-3 As Shown on Tentative Map	30 ft (1/2 Width)	60 ft	Construct ½ width improvements, (18 feet from centerline to face of curb) on project side (northbound). Type 2 vertical curb and gutter, with 6-ft sidewalk. Construct 12-ft lane, with 2 foot AB shoulder opposite project side (southbound).
Roads A and D; and Road B, from Road A to Road D	Modified Std Plan 101B BLHSP Fig 4-4	29 ft	40 ft	4.5-foot sidewalk on both sides
Road B from C court to Road A.	Modified Std Plan 101B	29 ft	34 ft	No Sidewalk
Courts C, E, F & G	Modified Std Plan 101B	29 ft	34 ft	No sidewalk

- \* 1) Road widths are measured from curb face to curb face or edge of pavement to edge of pavement if no curb (traveled way). Curb face for rolled curb and gutter is 6" from the back of the curb.
- 2) Curb & Gutter details may be modified to protect existing oak trees.
- 3) Type 2 Vertical Curb and Gutter required adjacent to open space, parks and non-frontage lots.
- 4) Sidewalks may meander within R/W or pedestrian easements.
- 5) At Option of Applicant Road B may be increased to 36 feet curb face to curb face with sidewalk on one side.

18. **Offer of Dedication, Interior Roads:** 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 offer(s) 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 roadways may be private. In the event of the private roadways option, a Homeowners Association (or other mechanism approved by County) shall be formed for the purpose of maintaining the private roads and drainage facilities.

In the event of the private roadways option, reciprocal rights shall be granted to the property to the north (APN 115-010-18) to allow for future connection / expansion of the private road system.

19. **Offer of Dedication, Sienna Ridge Road:** The applicant shall irrevocably offer to dedicate, in fee, the necessary rights of way to measure 30 feet from the center line east for the on-site portion of Sienna Ridge Road along the entire frontage as shown on the tentative map prior to filing the applicable Small-Lot final map. This offer will be accepted by the County.

20. **Off-Site Improvements – Bass Lake Hills Specific Plan Primary Local Roads:**

The applicant shall construct Hawk View Road (North Silver Dove Extension) from Bass Lake Road to Sienna Ridge Road. Improvements shall include severance of the south end of Sienna Ridge Road access to Bass Lake Road and construction of a Turn-Around.

Hawk View Road shall be constructed in accordance with Standard Plan 101B, to a width of 24 feet, plus 2-foot Aggregate Base Shoulders. Curb, gutter, and sidewalk are not required. Ditching or AC Dike may be required to control drainage as approved by the County Engineer with the project improvement plans.

The applicant shall irrevocably offer to dedicate, in fee, rights of way to measure 50 feet total width for the offsite portion of Hawk View Road prior to filing the applicable Small-Lot final map. Rights of way for Hawk View Road may be obtained as an easement for road, drainage, pedestrian and public utility services in lieu of fee, if approved by the County Engineer.

The applicant may enter into a reimbursement agreement with the County providing for reimbursement of the funds provided by the applicant and used for the construction, or construction-related activities, of these improvements to the extent they are included in the Bass Lake Hills Specific Plan – Public Facilities Financing Plan Fee Account. Applicant may be granted a credit against their Public Facilities Financing Plan fee for such improvements.

**21. 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;
  - 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; and
  - 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 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:
- i. 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 at intersections identified for potential signalization in D and E above, in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application).
  - ii. 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.
  - iii. 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.
  - iv. 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.

22. **Encroachment Permits:** The applicant shall obtain encroachment permit(s) from EDCTD and construct the following roadway encroachments:

Construct "Road A" encroachment onto Sienna Ridge Road to the provisions of County Standard Plan 103C or as modified to approval of County.

Construct "C Court" EVA encroachment onto Sienna Ridge Road to the provisions of County Standard Plan 103A-1 or as modified to the approval of County and Fire District.

Construct Hawk View Road encroachment onto Bass Lake Road to the provisions of County Standard Plan 103E or as modified to approval of County.

23. **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.

**EDCTD Standard Conditions:**

24. **Public Transit:** Bus turnouts and shelters shall be constructed at locations required by El Dorado Transit and the appropriate school district.
25. **Curb Returns:** All curb returns where there is a sidewalk 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.
26. **Maintenance Entity:** 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.  
  
Bass Lake Road, Country Club Drive and Old Bass Lake Road are existing County maintained roads and / or shown on General Plan Exhibit TC-1 and will be accepted by County without a Maintenance Entity.
27. **Common Fence/Wall Maintenance:** The responsibility for, 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).
28. **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 these Conditions of Approval or by approved Design Waivers) from the EDCTD and pay all applicable fees prior to filing of the applicable Small-Lot 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 applicable State of California Handicapped Accessibility Standards, and the California Manual on Uniform Traffic Control Devices (MUTCD).

29. **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.
30. **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.
31. **Drainage (Cross-Lot):** Cross lot drainage shall be avoided. When concentrated cross lot drainage does occur or when the 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 open channel, to either a natural drainage course of adequate size or an appropriately sized storm drain system. The Grading and Improvement plans shall show drainage easements for all on-site drainage facilities.
32. **Regulatory Permits and Documents:** All regulatory permits and agreements between the Project and any State or Federal Agency shall be incorporated into the Project Improvement Plans prior to the start of construction of improvements.

Improvement plans for any phase may be approved prior to obtaining regulatory permits or agreements for that phase, but grading/construction of improvements may not proceed until the appropriate permits or agreements are obtained and the grading/improvement plans reflect any necessary changes or modifications to reflect them.

Project conditions of approval shall be incorporated into the Project Improvement Plans when submitted for review.

33. **Electronic Documentation:** Upon completion of the improvements required, and prior to acceptance of the improvements by the County, the applicant will provide a CD to the EDCTD with the drainage report, structural wall calculations, and geotechnical reports in PDF format and the record drawings in TIF format.

**Air Quality Management District (AQMD):**

34. **Construction Emissions:** See Mitigation Measure AIR-2. The full text of the Air Resources Board (ARB) regulation can be found at ARB's website here: <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>. An applicability flow chart can be found here: [http://www.arb.ca.gov/msprog/ordiesel/faq/applicability\\_flow\\_chart.pdf](http://www.arb.ca.gov/msprog/ordiesel/faq/applicability_flow_chart.pdf). Questions on applicability should be directed to ARB at [1-866-634-3735](tel:1-866-634-3735). ARB is responsible for enforcement of this regulation.
35. **Land Clearing:** Burning of wastes that result from "Land Development Clearing" must be permitted through the AQMD. Only vegetative waste materials may be disposed of using an open outdoor fire (AQMD Rule 300 Open Burning).
36. **Paving:** Project construction will involve roadway development and must adhere to AQMD Rule 224 Cutback and Emulsified Asphalt Paving Materials.
37. **Coatings:** The project construction may involve the application of architectural coating, which shall adhere to AQMD Rule 215 Architectural Coatings.
38. **District Permit(s):** Prior to construction/installation of any new point source emission units or non-permitted emission units (e.g., gasoline dispensing facility, emergency standby engine, etc.), Authority to Construct applications shall be submitted to the AQMD. Submittal of applications shall include facility diagram(s), equipment specifications and emission factors. (AQMD Rule 501.3.A)

**El Dorado Hills Fire Department:**

39. **Fire Flow Requirements:** The potable water system with the purpose of fire protection for this residential development shall provide a minimum fire flow of 1,000 gallons per minute with a minimum residual pressure of 20 psi for two-hour duration. This requirement is based on a single family dwelling 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 rate for this development. A set of engineering calculations reflecting the fire flow capabilities of this system shall be supplied to the Fire Department for review and approval.
40. **Hydrant Placement:** This project shall install Mueller Dry Barrel fire hydrants, or any other type of hydrant which conforms to 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 hydrant shall be determined by the Fire Department.

41. **Hydrant Visibility:** In order 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 State Fire Safe Regulations.
42. **Hydrant Installation:** In order to provide this project with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems for the applicable phase shall be installed and in service prior to combustibles being brought onto the site as specified by the Fire Department, Standard B-003.
43. **Wildland Fire Safe Plan:** The applicant shall prepare a Wildland Fire Safe Plan which shall be approved according to State Fire Safe Regulations by the El Dorado Hills Fire Department. The Wildland Fire Safe Plan shall address development of those homes that back up to the surrounding open wildland areas to include, but not be limited to the requirement for non-combustible type fencing. The Wildland Fire Safe Plan shall be completed and approved by the El Dorado Hills Fire Department prior to the approval of the Civil Improvement Plans.
44. **Traffic Calming Devices:** This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway.
45. **Gate Requirements:** The total number of vehicle access control gates or systems through which emergency equipment must pass to reach any address within the project shall not exceed one, in compliance with El Dorado Hills Fire Department Gate Standard B-002.
46. **Red Curbing:** All streets with parking restrictions will be signed or marked with red curbs as described in the El Dorado County Regional Fire Protection Standard B-0004 titled "No Parking-Fire Lane."
47. **Secondary Egress:** A secondary means of egress shall be provided prior to issuance of the first residential building permit or the project can be phased. Dead end roads may not exceed 800 feet or 24 parcels; whichever comes first.
48. **Emergency Vehicle Access:** The applicant shall provide an emergency vehicle access connection as follows:
  - A. The northern full EVA connecting to Sienna Ridge Road, (20 foot wide and all-weather surfaced, capable of supporting 75,000 lbs.), may include an electronic gate as described in a Wildland Fire Safe Plan, shall be constructed with phase 1 (one) as shown on the tentative map. Off-site improvements may be required so that this stubbed EVA fully connects to the existing Sienna Ridge Road.

- B. The proposed EID utility access at the western end of C Court shall be widened and paved to 20-foot wide as shown in the Bass Lake North Alternative EVA exhibit.
49. **Vegetation Clearing:** Prior to June 1 each year, vegetation clearance shall be required around the EVA connections to Sienna Ridge Road in compliance with the Wildland Fire Safe Plan.
50. **Emergency Trail Access:** When designing the access points to the project's open space trail system, consideration shall be given to allow for emergency vehicle access, specifically for a smaller vehicle such as an ambulance. Gates or removable bollards may be installed and locked with a low priority KNOX lock. The street curbs adjacent to the trail access point shall be painted red.
51. **Driveways:** Driveways serving the project shall be designed to a maximum of 16% grade and can be increased to 20% if paved.
52. **Parking:** All parking restrictions as stated in the El Dorado Hills County Water District Ordinance 36 shall be in effect. Parking will be allowed as follows:
- A. On one side of the street only for all roads. The curbs on one side of the street will be painted red or signed every 25 feet "no parking fire lane." This shall be white letters on a red background.
- B. No parking is allowed at the end of C Court.

**Surveyor's Office:**

53. All survey monuments must be set prior to the filing of any final map or the applicant shall have surety of work to be done by bond or cash deposit. Verification of set survey monuments, or the amount of bond or deposit shall be coordinated with the County Surveyor's Office prior to the filing of the any final map with the County.
54. The roads serving the development shall be named by submitting a completed Road Name Petition to the County Surveyors Office prior to filing any Small-Lot final map with the County. Proof of any signage required by the Surveyor's Office must also be provided prior to filing any final map with the County. All associated fees will be the responsibility of the applicant.

**El Dorado Hills Community Services District:**

55. The project is subject to the Quimby Act and dedication requirements for parkland based on the El Dorado Hills standard of 5 acres per 1,000 residents population. Population density is based on 3.3 persons per home, which works out to 1.5-acres of parkland to be dedicated to the District before the filing of the final map. The subdivision is subject to 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 required in-lieu fees, payable to El Dorado County, shall be remitted prior to Final Map recordation. A proof of payment shall be submitted to Planning Services.

56. The project is subject to the El Dorado Hills CSD 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) Fee.
57. The El Dorado Hills CSD requires that all utilities be underground. Underground drainage is also recommended to avoid the safety hazards and maintenance problems of open ditches.
58. 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.
59. Cable television access should be made available to all homes and the development should allow for joint trenching.
60. The El Dorado Hills CSD will provide mandatory waste management services for the residences, including recycling services.
61. Prior to final map approval, a streetscape plan for projects which front Bass Lake Road and all primary local roads shall be submitted for review and approval by the El Dorado Hills CSD.
62. 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.
63. The El Dorado Hills CSD will review and approve the following items prior to final maps being recorded:
  - A. Open Space and Tree Preservation Management Plan. The Plan shall include specifications and standards on the type and design of fencing along the borders of the open space areas within the subdivision;

- B. CC&Rs need to be reviewed and approved by the El Dorado Hills CSD Board of Directors prior to recording the final map and include any conditions that are specific to any lots or areas, such as oak tree preservation and vegetation management.
64. The applicant shall acquire approximately two acres for the park-and-ride lot. The 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 applicant 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 Transportation Division.
65. **Landscaping:** The home builders will be responsible for installing front yard landscaping and the applicant shall be responsible for on-site landscaping along Sienna Ridge Road for the portion of the road that borders the proposed project.
66. **Park & Ride Lot Construction:** The applicant shall cause to be constructed, before the 45<sup>th</sup> building permit, at least ~~400~~ 50 spaces in the Park and Ride Lot located on Country Club Drive near the intersection of Bass Lake Road. At the option of the El Dorado County Transit Authority, the applicant may pay to the Transit Authority an in-lieu fee equal to the cost to design and construct the 50 spaces. The in-lieu fee will be based on an Engineer's Estimate approved by the Department of Transportation. The applicant may enter into a reimbursement agreement with the County providing for reimbursement of the funds provided by the applicant and used for the construction, or construction-related, activities (including land acquisition if required) for these improvements to the extent they are included in the Bass Lake Hills Public Facilities Financing Plan Fee Account. Applicant shall be granted a credit against their PFFP fee for such improvements. Construction of 50 additional spaces would be phased, based on operational need determined by the Department of Transportation or the El Dorado County Transit Authority, as a condition of approval for future subdivision(s) within the Bass Lake Hills Public Facilities Financing Plan area.

It is anticipated that the Bass Lake Hills Phase 1A projects will acquire the land for the Park and Ride Lot. If it has not been acquired then applicant shall be responsible for the land acquisition unless other arrangements are made with the El Dorado County Transportation Division.

**Board of Supervisors:**

67. Improve a new Class 1 bike path along Bass Lake Road from Old Country Club Drive to Hollow Oak Road consistent with the Bass Lake Hills Specific Plan.